



# INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.



Volunteers from The Ninety-Nines get ready for  
WPFC at Fort Worth—Meacham International Airport.

Teams from more than 20 countries will be participating  
in the 12th WPFC. Story on page 5.

**1996** **WORLD**  
**PRECISION**  
**FLYING**  
**CHAMPIONSHIP**



# AMELIA EARHART



## EAGLE EQUITY FUND

*A Tribute to Women of Achievement*

*Amelia Earhart would agree that financial independence is the key to personal independence. There are over 7,600 open-end mutual funds in the USA, but only a select few that meet my investment criteria. I founded the Amelia Earhart: Eagle Equity Fund as a tribute to women of achievement who were leaders in their field and ahead of their time. Amelia Earhart was selected as the Fund's namesake because of her courage, independence and sense of adventure. The "first lady" of aviation was an author, educator and liberal thinker who at age 37 was at the top of her profession.*

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Jill H. Travis, MBA, CFP  
President & CEO  
Amelia Earhart Capital Management, Inc.



AMELIA EARHART  
**CAPITAL MANAGEMENT, INC.**



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# INTERNATIONAL WOMEN PILOTS

THE OFFICIAL MAGAZINE OF THE NINETY-NINES® INC.

July/August 1995

Volume 21, No. 4

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## STATEMENT OF EDITORIAL POLICY

The opinions expressed in the articles presented in *International Women Pilots* are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines® Inc., International Women Pilots.

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# 1995

## AUGUST

- 3-7 3rd Canadian Women in Aviation Conference  
Hamilton, Ontario-Canada  
Denise Egglesstone  
905-829-3877
- 4-6 Palms to Pines Air Race  
Santa Monica, Calif.  
Claire Walters  
310-397-2731
- 18-19 17th Annual Okie Derby Proficiency Air Race  
Oklahoma City, Okla.  
Lu Hollander  
405-942-2260
- 26 Maple Leaf Chapter  
Poker Run  
London, Ontario-Canada  
Grace Moffitt  
519-238-2925
- 31-10/3 World Beechcraft Society Fly-in  
Jabara Airport  
Wichita, Kan.

## SEPTEMBER

- 1-3 Northwest Section  
Eagles Crest Resort  
Redmond, Ore.  
Anita Lewis  
208-377-9244
- 8-10 Mile High Air Derby  
MHAD  
14437 W. 32nd Ave.  
Golden, CO 80401-1475
- 14-17 Reno Air Races  
Reno, Nev.  
702-972-6663
- 15-16 14th Annual Sunflower Proficiency Air Race  
Wellington Municipa Airport  
Wellington, Kan.  
316-733-4583 or  
316 326-5717
- 21-24 US Precision Flight Team Tryouts  
DeQueen, Ark.  
Jody McCarrell  
501-642-2508
- 22-23 New England Section  
Connecticut Chapter  
Michelee Cabot  
508-464-5443
- 22-24 39th Michigan Small Rally  
Mary Anglin  
810-750-9749
- 22-24 Southwest Section  
Lancaster, Calif.  
Peggy Ewert  
408-245-4687

- 22-24 West Canada Section  
Wetaskewin, Alberta  
Marie Oswald  
403-469-3547
- 23 Long Island Poker Run  
Fund-Raiser  
Bozena Syska  
516-475-2746
- 28-10/1 Silver Wings  
Fraternity Convention  
Radisson Hotel  
on the Airport  
Cincinnati, Ohio  
Don Fairbanks  
1-800-554-1437
- 28-10/1 South Central Section  
Grand Junction, Colo.  
Phyllis Kramer  
303-835-8102  
After August 11, tel/fax is  
970-856-7293
- 29-10/1 Michigan Air Tour  
DeLaney Provencher  
810-559-5856
- 30-10/1 NY/NJ Section  
Buffalo, N.Y.  
Darla Richter  
716-652-0715
- 30-10/1 Confederate Air Force  
Airsho 95  
Midland International  
Airport  
Midland, Texas  
Barbi Woods  
915-563-1000

## OCTOBER

- 6-8 North Central Section  
Cedar Rapids, Iowa  
Myrna Stephens  
319-338-1911
- 6-8 Southeast Section  
(Note change of date)  
Fort Lauderdale, Fla.  
Jan Carter  
407-369-4364
- 19-21 AOPA EXPO '95  
Atlantic City Convention  
Center  
Atlantic City, N.J.  
Drew Steketee  
301-695-2156
- 21-22 Mid-Atlantic Section  
Pittsburgh, Pa.  
Julie Trischler  
412-364-5859
- 27-29 Tucson Treasure Hunt  
in the Sky  
Tucson Intl. Airport  
Tucson, Ariz.  
Chris Richard  
520-721-0099,  
520-296-1251  
or 520-297-3729

## NOVEMBER

- 1-5 International Board of Directors Fall Meeting  
Ninety-Nines Headquarters  
Oklahoma City, Okla.  
405-685-7969

# 1996

- TBA Australia Section  
Longneach, Queensland  
Mary O'Brien  
Tel: 61-2-713-2404  
Fax: 61-2-712-5106

## APRIL

- 10-13 National Congress of Aviation and Space Education (NCASE)  
Little Rock, Ark.

## MAY

- 2-5 Southeast/Mid-Atlantic Sections  
Joint Meeting  
Charleston, S.C.  
Louise White  
704-684-4878
- 17-19 Southwest Section  
Columbia, Calif.  
Peggy Ewert  
408-245-4687
- 17-19 North Central Section  
Louisville, Ky.  
Terri Donner  
502-245-9121

- TBA East Canada Section  
Montreal, Quebec  
Louise Giacomo  
514-624-4444

## JUNE

- 20-23 Air Race Classic  
Prescott, Ariz to  
Daytona Beach, Fla.  
Pauline Glasson  
512-289-1101
- 20-23 South Central Section  
Atchison, Kan.  
Forest of Friendship  
Carole Sutton  
402-324-5285

- 21-23 20th Anniversary  
Forest of Friendship  
Atchison, Kan.

## JULY

- 11-13 Ninety-Nines International Convention  
Oklahoma City, Okla.  
Carol Sokatch  
405-840-1156

## SEPTEMBER

- 5-8 North Central Section  
Cleveland, Ohio  
Meigs Adams  
216-650-4846
- 27 South Central Section  
Fort Worth, Texas  
Carole Sutton  
402-324-5285
- 28-10/5 World Precision Flying Championships  
Ft. Worth, Texas  
Jody McCarrell  
501-642-2508
- TBA West Canada & Northwest Joint Section  
Vancouver Island, BC  
Joan Lynum  
604-596-7360  
Nancy Jensen  
206-825-6777

# 1997

## OCTOBER

- 3-5 North Central Section  
Rochester, Minn.  
Elaine Morrow  
612-955-2802

### TO LIST A MEETING OR AVIATION ACTIVITY, WRITE OR FAX:

Lois Erickson  
International Date Coordinator  
3577 Bridger Drive  
Redding, CA 96002 U.S.A.  
Fax 916-221-7870

Please indicate the name and location of the event and the phone and fax numbers of the Ninety-Nine contact. Dates are perpetual until they expire or until written notice is received of their cancellation.



You're invited to  
**OKLAHOMA**  
**HOMECOMING '96**  
**International Convention**

July 11-13, 1996  
Oklahoma City, USA



**WANTED:** To Meet Intelligent  
Man or Woman from  
Another Country

**OBJECT:** Companionship/  
Fun...and Games

1996 **WORLD  
PRECISION  
FLYING  
CHAMPIONSHIP**

**W**E ALL KNOW THAT there are those who *have*, those who *have not* and those who *will*. Unlike referencing this phrase to a gear-up landing, I think this can apply to *many things* in this life.

I like to add: There are those who *want* to, those who *might* and those who *are on the fence*.

The fact is: Many would—if they just had more facts about it. Some people always need more details before they can participate in anything.

With this in mind, I would like to begin feeding you some background and details that will pique your interest in becoming involved in the 12th World Precision Flying Championship (WPFC). Flying teams from more than 20 countries will flock to Meacham Field, Ft. Worth, Texas, Sept. 28-Oct. 5, 1996. It will be one of the most incredible and memorable events The Ninety-Nines has ever sponsored.

For those who participate regularly, or even occasionally, the information presented here will be repetitive. In reviewing the numbers of how many have helped in the past, however, I find too many of us could never make it for one reason or another.

How well we know that to take part in something makes it more meaningful, more fun and also (heaven forbid) a learning situation. Think about meeting all these intelligent people (they *must* be smart or they wouldn't be pilots) from other countries! Where else could you have this opportunity?

In 1975, A UNITED STATES aviation team competed in the first ever world pre-

cision flying competition in Gavle, Sweden. That competition drew entries from 13 countries. Competition continued and in 1982, The Ninety-Nines, Inc. took over the training and preparation for the U.S. 1983 team.

When the team traveled to Norway for the world competition in 1983, 99 Jody McCarrell went along to receive training as a navigational judge. She was the first of several women to invade the all-male world of CIAG-governed competi-

tions. In Norway, approval was given for the 1985 competition to be held in the United States and hosted by The Ninety-Nines, Inc.

The Ninety-Nines were the primary sponsor for the 1985 WPFC which was held in Kissimmee, Fla. The hard workers involved in the '85 event obtained other sponsors and sold shirts, pins, patches, bumper stickers and raffle tickets to help make it all happen.

International aeronautical competitions are conducted under rules set forth by the Federation Aeronautique Internationale

(FAI). Some countries have a National Aero Club that sponsors their precision flight team.

The selection of teams for WPFC is prefaced by each country's local competitions. **The US Flight Team Tryouts will be held in DeQueen, Ark., Sept. 21-24.**

For a pilot to participate means using safe flying techniques and honing skills that may have become sloppy. For all, pilot and ground teams, it means making new friends and helping promote general aviation.

**I HAVE GIVEN YOU**

some of the history of the WPFC. In future articles, I plan to give you some of the plans that are in progress and let you know about ways that you can help.

Later, we will talk more about what you can expect to happen; what you will see; where you can stay; how you can participate; and what kind of programs there will be.

Many volunteers are needed to help. Let 99s Chairman Jody McCarrell (501-642-2508) know what part you would like to play. Until next time....

—Norma Vandergriff  
Oklahoma Chapter



In 1983, 99 Jody McCarrell went along to receive training as a navigational judge...the first of several women to invade the all-male world of CIAG-governed competitions.

## COMPETITIVE PRECISION FLYING

is made up of three events: navigation, special observations and landings.

The *navigation event* is comprised of two routes covering approximately 90 miles each with turning points, a start and finish gate, canvas ground targets and photo targets to identify. This is flown solo so we must add here "while watching for other aircraft."

*Special observations* include canvas ground targets and photographs of points which must be identified along the route of flight. It is essential that the pilots stay on course. Should they err, the ground observer would be unable to time the aircraft over a hidden secret checkpoint. This would result in a severe penalty.

The *landing event* consists of four landings—one normal, one simulated forced with flaps and one simulated forced without flaps. Also, there is a landing over a barrier located 50 meters from the zero line. The penalty per meter is doubled or tripled for landing short of the line.

After all the events are scored, there is a two hour period for protests. At the conclusion of this time, the final results are posted.



**Tryouts for the U.S.  
Precision Flight Team  
will be held  
September 21-24, 1995,  
in DeQueen, Arkansas**

Navigation/Observation/Landings  
Tryouts are open to anyone with a  
Private, Commercial or ATP Certificate

For entry kit, send \$5 to  
Jody McCarrell  
Rt. 1, Box 487B  
DeQueen, AR 71832

**A Project of The Ninety-Nines, Inc.**

# "YOUTH IS WHERE THE FUTURE OF AVIATION LIES."

JOYCE WELLS

**Y**outh is where the future of aviation lies. This was the closing sentence of my last column and after attending the National Intercollegiate Flying Association (NIFA) Safecon 1995 in Greenville, Miss., I felt it needed to be repeated. Twenty-five schools were represented by outstanding young people in the National finals. Most of the teams had one or two women.

The 99s were there providing, probably, the biggest volunteer support group—and all were enthusiastically committed to doing their particular job assignment.

I was assigned the interesting duty of interviewer for the Women's Achievement Award given by The Ninety-Nines. Seventeen young women signed up for this opportunity and 14 were interviewed in one day—a real challenge, believe me!

Three awards are given each year based on academic accomplishments, community service and aviation involvement. Some were just starting their aviation education and others were anticipating graduation soon. I wanted them all to win. Five were already 99s and two were student pilots.

Of the top three, two were 99s. All 17 received follow-up letters from me with membership applications where appropriate. We also gave an award to the top woman pilot, who happened to be from Oklahoma and no, she is not a 99, yet.

It was a very worthwhile experience and I can see why many of our members get hooked and take time to work at NIFA events throughout the year. Bouquets to all of them, workers and par-

**"I urge all Chapters with collegiate programs nearby to get involved and encourage our youth in their pursuit of aviation careers."**

ticipants alike.

Even with 62 schools in the NIFA, the number of students in aviation programs is far behind that of other majors. I urge all Chapters with collegiate programs nearby to get involved and encourage our youth in their pursuit of aviation careers. And don't forget to tell them about the World Precision Flying Championship with try-outs for the team coming up September 20-24, 1995.

My travels in May included a visit to the San Jose, Calif., airport for the Santa Clara Valley Chapter's Airports 2000 Day. City and county

officials, as well as the media, were invited to take an air tour of the local airports, followed by a luncheon and an entertaining talk by Captain Pam Mahonchak, United Airlines and Pikes Peak Chapter member. Consider doing this in your area if you've not tried it. It could even be combined with a Young Eagles flight.

I received no frequent flyer points for my flight to the Southwest Section meeting in Ventura, Calif., but it was still my gain as I flew my own plane! But then it was off via the airlines to Kennebunkport, Me., for the New England Section meeting. I was pleased to see several "young" members there and they will be involved with the 1997 Convention to be held in Portland, Maine.

I'm looking forward to participating in the 19th Air Race Classic for the 19th time. Try it sometime, it's a great experience. So is being able to attend so many 99s events. Thank you for the opportunity. ✨

## NIFA WINNERS '95

THE NATIONAL INTERCOLLEGIATE FLYING ASSOCIATION meet was held during the month of April at Greenville, Miss. Numerous Ninety-Nines showed up to do the work of judging and running the air meet. Everyone who participates in NIFA—whether it be as a safety officer, judging staff or just everyday volunteer worker, which most of us are—enjoys the personal satisfaction of helping the young people as well as the camaraderie we enjoy with each other.

The NIFA executive director asked me to express his thanks for the many contributions and help during the year on regional meets throughout the USA.

—Jody McCarrell



Shown here with Joyce Wells are winners of the Women's Achievement Award at this NIFA air meet: Jenette Jensen, Central Texas College; Jennifer Bessler, Dowling College; and Brenda Johnson, St. Cloud State University.



## AE Birthplace receives grant

BY MARILYN COPELAND  
Chairman, AEBM Trustees

**W**E GOT IT! Approval for a \$75,000 grant for the Amelia Earhart Birthplace Museum in Atchison, Kans., from the Kansas Heritage Trust, Kansas State Historical Society! This is a matching grant: They match 80 percent to the 99s 20 percent. This means the 99s will be matching with \$20,000.

Recently, the Section Governors and Chapter Chairmen were sent a fundraising card announcement that if 200 Chapters, Sections and members contributed \$99 each, we will meet our 99s goal.

This \$75,000 grant is one of the largest ever approved for the 99s and, indeed, is a wonderful boost for the restoration of the AEBM. This part of the restoration will be mainly for the exterior, including windows, siding, guttering, north porch restoration, south sun room, stained glass repairs, chimney, general painting, and consultant fees.

The consultant on the project is Dean Graves, FAIA architect and highly respected by the Kansas State Historical Society for his experience in historic preservation and restoration. ✨

Thanks to all who contributed to the Matching Grant at the Open House, as well as to those whose checks continue to arrive daily in the mail.

If you wish to contribute to this Matching Fund Trust, send your donations and pledges to: AEBM,  
Attn: Marilyn Copeland, 1308 Kevin Road, Wichita, KS 67208.



Touring guests at the AEBM Open House contributed generously to the Matching Fund enthusiasm. Kitty Hach, Colorado Chapter, adds her check to the "Money Dress" worn by Marilyn Copeland, AEBM Chairman.



A grant orientation session was held in Atchison in early June with (l to r) Carl Magnuson, Grant Manager for the Kansas State Historical Society; Courtney Swann, Coordinator for the Kansas Heritage Trust Grant; Marilyn Copeland, Chairman of the AEBM Trustees; and Dean Graves architect and consultant. Also in attendance was Jim Taylor, Co-chairman, AEBM Trustees.



An Open House was held June 17 in the AEBM with a large crowd of 99s and Atchison residents attending, as well as out-of-town guests. The new roof looked great!

What you can't see in pictures of Amelia Earhart's home is that it sits on a high bluff overlooking the wide Missouri River. A modest, comfortable looking middle-class home, one could almost feel Amelia's presence in the upstairs bedroom where she was born. She lived there until she was eight years old.

—Karen Tucker, Kansas Chapter, first-time visitor.

### NOTAM

#### AE Scholarship Notice

The Amelia Earhart Memorial Scholarship Fund Trustees met at International Headquarters in Oklahoma City. Twenty-five applications for the Type Rating donated by United Airlines were received and 30

career applications from the various Sections. Winners will be announced in the Sept./Oct. issue of this magazine. An Application Form for 1996 is included with this magazine.



# Ninety-Nines Go On-line

BY PAMELA O'BRIEN  
AND SUSAN LARSON

**T**URN ON THOSE COMPUTER modems and get ready for The Ninety-Nines Private On-line Forum on CompuServe. This forum was developed to further the interests of The Ninety-Nines and to facilitate electronic communications between members on an individual, Section and International level.

Here are the answers to some questions you may have:

*What kind of equipment do I need?* You need to have access to a computer that has (1) a hard drive, (2) a CRT (screen), (3) a keyboard, (4) a mouse (optional—but recommended), and (5) a modem. Most computers, especially newer ones, will have these as standard equipment.

*What software do I need?* You will be using software provided by CompuServe Information Services specifically for use on your type of computer. For example, there is CompuServe WinCim for those PCs using windows. DosCim for those using MS-DOS and MacCim for

Macintosh users.

*How do I get the software?* Just call CompuServe Membership Sales at 1-800-848-8199 and ask for the "General Aviation Kit." They will send the appropriate kit to you in about seven days.

*Why CompuServe?* After evaluating several on-line providers, we felt that CompuServe provided the most benefits and greater (worldwide) access for the 99s. Another consideration was that we could have a *private* forum, open only to 99s. And last, but not least, the agreement reached with CompuServe provides for modest revenue sharing by the Section(s).

*Do I have to be a member of CompuServe?* To have access to the 99s forum, you *do* need to be a member of CompuServe. To send electronic messages (E-Mail), you can use any number of other services and software, like America On-line, Netcom or Prodigy.

*What is a forum?* Put simply, a forum is a special interest group. Think of it as an electronic community where people gather to share information or have discussions with others who share these interests. The 99s Forum is divided into three areas: the *Message Area*, *Conference Rooms* and the *Library*. The message area is the place for current announcements or

ongoing discussions. The conference rooms are provided for "live" electronic conversations between 99s. The library consists of "files" contributed by 99 forum members. We hope that the library will eventually serve as a reference point for such things as scholarships, flying activities, travel, newsletters, as well as information on Section and International meetings. We plan to have information about the 99s, the history of women in aviation and files of discussions or data which seem particularly useful to us.

*How to access the 99s Forum?* Use the "go" word NINETYNINE.

*What does it cost?* The costs involved are the monthly CompuServe membership fee of \$9.95 for basic services and connect charges while in the forum of \$4.80 per hour (\$.08 per minute).

Pamela O'Brien  
99s Forum System Operator  
CompuServe: 73003.2274  
Tel: 916-973-1907

Susan Larson  
SW Section Governor  
CompuServe: 102046.3354  
Tel: 408-274-9152

## LETTERS

THANK YOU! I am honored to have been chosen to receive the AE Memorial Scholarship, an honor I can carry with me the rest of my life. This scholarship and CFI rating certificate are a very important part of my career, and your belief in my ambition and passion for flying I will never forget. Since joining the 99s in 1989, my fellow pilots have always been supportive in my quest for flight, and eager to help in my persistence in becoming a professional pilot. "Nothing happens unless first a dream." (Carl Sandburg). Thank you for helping my dream become reality! With love and gratitude.

—Aileen Marie Jost Watkins,  
Florida Suncoast Chapter.

KEEP UP THE GOOD WORK with the magazine as the support it provides is enthusiastically received! —Sylvia Bahr, Lake Erie Chapter

MY COMPLIMENTS on a class 99 NEWS. It really is good looking and forward looking.

—Elizabeth Matarese  
Potomac Chapter

THANK YOU for including the article about the U.S. Air Race and Rally in the magazine. Organizing a race and rally with little money is always hard to do. So many women pilots are taught by men and sometimes I don't think they feel they have the capabilities to go out cross-country by themselves. If we can get them to compete in races, they will learn and become better pilots.

—Marion P. Jayne  
Dallas Chapter

FIRST, I WOULD LIKE to say how much I like your new format on the magazine. I had the pleasure of attending Sun'n Fun in Lakeland, Fla., April 9-15. My husband and I live in Arizona and we had no idea where to stay once

we arrived in Lakeland. I belong to the Rio Colorado Chapter in Bullhead City, Ariz., so I called one of the Chapter members in the Florida Suncoast Chapter, Kathryn Fuqua. I asked her if she could tell me how to find or suggest a motel for my husband and me and she said the 99s in her Chapter would be glad to provide housing for anyone wishing to attend. The hostess we were assigned to was Fran Bohrer, a brand new 99 of two weeks, a gracious lady. She and her husband treated us like family.

I just wanted to let you know—and other 99s as well—that we certainly belong to a wonderful organization and no matter where we go, we are all like sisters. And I wanted to publicly thank the Florida Suncoast Chapter and specifically Kathryn and Fran.

—Lou Carroll, Chairman,  
Rio Colorado Chapter

AN INACCURATE NOTAM which appeared in the last issue may have given the impression that High Country Chapter is unprepared to host the South Central Section Fall Meeting. *Nothing could be farther from the truth!*

Our members have been hard at work for over two years planning a terrific Section meeting here in western Colorado for all our 99s sisters, friends and guests. Eager volunteers from Colorado, Pikes Peak and Aspen Chapters are ready to assist us in welcoming guests and making their stay memorable. Registration forms will be published in the summer issue of South Central Section *Approach*—or members may call 970-856-7263 after Aug. 11 for a registration packet.

—Judy Humphries, High Country  
Chapter Chairman

See Grass Roots section for more info on SCS fall meeting. —Editor



# Amy Johnson, Pioneer Airwoman

BY MURIEL JOHNSON BOYD

*Part I covered the struggles of a young English airwoman in her quest to become a pilot. It focused on the grit and determination that carried her through all the obstacles she encountered in fulfilling her dream.*

*After receiving her pilot's license, she realized that her knowledge would not be complete without an understanding of the mechanical aspects of her flying machine. Thus, she became the first woman to obtain a ground engineer's license, in spite*

*of the prejudice existing about women pilots at that time.*

*In order for her to earn her living as a licenced pilot Amy felt she would have to do something extremely dramatic. She chose a solo flight to Australia to serve that purpose.*

*None of the problems of discrimination or lack of funds were sufficient to stop her. She campaigned for sponsorship from air-minded organizations and won the support of Sir Sefton Brackner (Director of Civil*

*Aviation) and the oil magnate Lord Wakefield. Her father, a prominent businessman in Yorkshire, bought the Gypsy Moth (which she named Jason) and people who now believed in her determination helped with plans and advice.*

*On May 5, 1930, she took off from Croydon on her 11,000-mile epic flight.*

—Editor

## Part II - The Flight Croydon, England to Darwin, Australia

**P**icture this slim young woman of 26-years-of-age, only 5 feet, 4 inches in height, whose longest flight up until that time had been from London to Hull, a distance cross-country of 150 miles which took two hours and 10 minutes.

**First stop: Vienna** Now she faced 770 miles to her first stop, Vienna, and it took 8.5 hours during which period she had to pump gasoline from one tank to another with 40 strokes every hour. Fumes leaked into the cockpit and caused her nausea and Amy said, "The only thing that kept me was the ignominy of giving flight."<sup>1</sup>

She made an excellent landing at Vienna and received help from friendly mechanics with the servicing of the engine. After a reasonable rest, she was up at 4 a.m. to face a lap of 800 miles to Constantinople (not Istanbul).

Her adventure had begun in earnest and the details of her experiences are quite incredible. She met each obstacle along the way with the same persistence to overcome them and get there at all costs. Even at Vienna, the willing mechanics had not cleaned the plugs and when she started up Jason's engine at 4 a.m., she did not like the sound and soon put her engineering knowledge to good use. This meant she did not take off until 10 a.m.

**Constantinople/Aleppo** At Constantinople, it was the Turks who upset her plans. She had serviced the engine at night when she arrived, but although she arose at 4 a.m., hoping to leave immediately, the Turkish officials prevented her takeoff until 10 a.m. due to the checking and rechecking of her documents. The delay meant she would only get as far as Aleppo in Syria, 575 miles away, and not to Baghdad as planned.

Back at home, Humphreys was being kept well informed of her progress by people he knew at each of her stops, and they were already thrilled at her progress.

Amy was anxious about what faced her across the range of Taurus mountains. She determined to climb higher and higher and fly over the top but found that 10,000 feet was as high as her

engine would reach in the cold. It was a nightmare passage in intense cold in the open cockpit of Jason and she was thankful for the special "Sidcot" suit that she wore. Only the railway helped her for direction and it kept disappearing through tunnels.

She knew a forced landing would be the end and running into banks of clouds meant she was flying blind. Her ordeal passed and she reached Aleppo safely where it turned out to be one of her happier stops. Still under French mandate, she received help from French mechanics in the servicing of her engine.

**Baghdad** At dawn on the fourth day of the flight, she had 500 miles of desert to cross to reach Baghdad and was unprepared for the heat and a sandstorm ahead of her. Visibility was poor and a much thicker haze lay ahead. Amy recounted this experience in these words:

"Suddenly, my machine gave a terrific lurch, the nose dipped and Jason and I dropped a couple of thousand feet. The drop was so sudden and far that the propeller stopped for a few agonising moments, and I was terror-stricken at this unexpected happening..."<sup>2</sup>

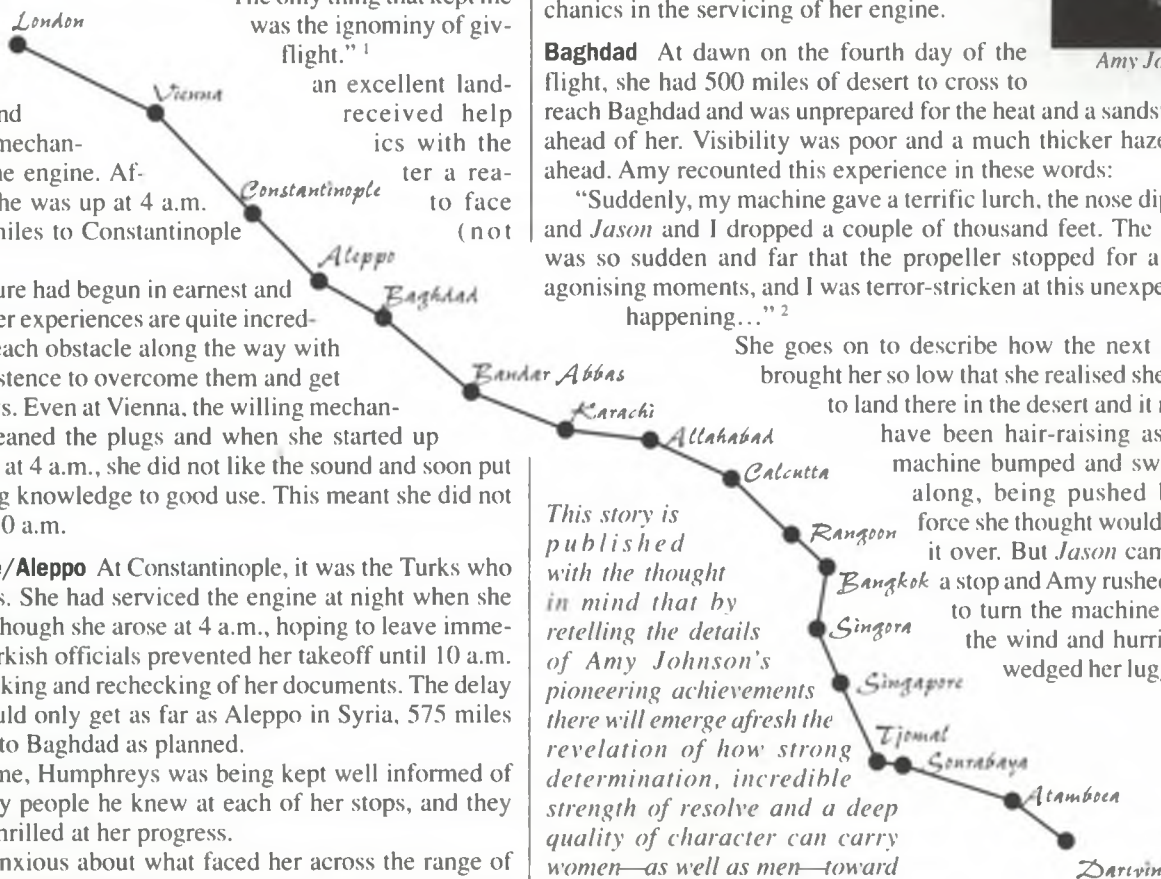
She goes on to describe how the next drop brought her so low that she realised she had to land there in the desert and it must have been hair-raising as her machine bumped and swirled along, being pushed by a force she thought would turn it over. But Jason came to a stop and Amy rushed out to turn the machine into the wind and hurriedly wedged her luggage

*This story is published with the thought in mind that by retelling the details of Amy Johnson's pioneering achievements there will emerge afresh the revelation of how strong determination, incredible strength of resolve and a deep quality of character can carry women—as well as men—toward seemingly impossible goals.*

—Editorial Committee



Amy Johnson



against the wheels, covering the cockpit with its canvas protection, then sitting on the tail to keep it from rising while she waited for the storm to pass. There is evidence here of a personal courage beyond the simple guts and enthusiasm to fly—a gritty endurance inherited perhaps from her Danish grandfather.

From our jet-age viewpoint, it does seem beyond credibility that she and the other pioneers put so much faith in their elementary craft, and themselves, to fly as they did with no radio contact or modern navigational aids over untried routes.

When she was forced down by the sandstorm in the desert and sat crouched down on the plane's tail to keep it from blowing over, with a revolver in her hand as her only means of defense from whatever marauding wanderers might come, it would surely seem that a genial spirit at least watched over her.

Three hours later, she was able to take off again. "The engine started at the first swing of the propeller," Amy said in telling this story. Oh, yes, you had to swing that prop yourself when you had no one else there to do so. She goes on:

"...and feeling devoutly thankful for this piece of good luck...I opened up and took off, going in the direction in which I thought Baghdad would be. If I had gone in the wrong direction, I should have headed into hundreds of miles of desert..."<sup>3</sup>

At Baghdad, she was glad to be met by English-speaking people from Imperial Airways, and she had a refreshing overnight stay while their mechanics worked all night to repair a strut damaged in her forced landing. The next day she set off wearing shorts rather than her bulky flying suit. It was the fifth day of her flight and Fleet Street in London was waking up to the exploits of "The Lone Girl Flyer."

**Bandar Abbas** Amy's objective was Bandar Abbas, a fishing port at the eastern end of the Persian Gulf chosen to give her a refueling stop at the halfway point between Baghdad and Karachi. It took her along the beautiful shores of the Persian Gulf and after 850 miles, she reached Bandar Abbas, but unable to find any aerodrome, she had to put *Jason* down fast on the only stretch of clear ground visible, beside a white house. It turned out to be the dwelling of the British Consulate, so she was well taken care of with sympathy for her exhaustion and had a comfortable place to rest.

She overhauled her engine by moonlight with one available mechanic and the aid of a flashlight, only retiring to bed at 2:30 a.m. and rising again at 4 a.m. because that day was a significant one for her flying time to India. Bert Hinkler, an Australian, had made the record flight of 11,000 miles solo the previous year in 15.5 days and Amy was hoping to break his record. It was a 700 mile hop on this her sixth day.

**Karachi** Although her engine still spluttered and coughed (from its desert encounter) and the terrain she crossed was wild and dangerous, she reached Karachi safely and landed in triumph. She had improved on Hinkler's record to that point by a good margin having taken six days to his eight. Now she was hailed by the World Press as "The British Girl Lindbergh," and she found herself being treated as a celebrity. She had broken a record, which was what pioneer flights were all about in those days, and from then on, she was international news.

**Allahabad** While the servicing of her aircraft went ahead with expert help, she was left in peace to rest and the next morning was on her way for Allahabad 1,000 miles away. She followed the river Ganges which she had been warned was much shrunken by the dry season. Can you imagine it? This "slip of a girl," as she was described, peering down over the vastness of India with her petrol running low as she sought a place to land. The strong head winds had caused an increase in fuel consumption so she decided to play safe instead and put *Jason* down at Jhansi.

The area she thought was a good place to land turned out to be the parade ground of military barracks. It was one of several desperate landings she chose to make for which she was afterwards criticised, but Amy nevertheless saved herself by quick and definite decisions when the alternative may have meant disaster.

She was sunburned and sleep-deprived, having had no more than three hours each night in the six days of flying. It was here that an officer on the parade ground who witnessed her forced landing said: "From the cockpit climbed a figure—it was a girl—young, almost a child, fair,...and tears were not far from her tired eyes..."<sup>4</sup>

No doubt this was due to her sight of the damage to *Jason* as a result of the forced landing. She saw her hopes of record breaking gone. However, person-

nel at the barracks were very helpful with repairs to *Jason* and the refueling and service. After a fine meal and a good night's rest, she was up at dawn for the hop to Allahabad for a full refueling and then 650 miles on to Calcutta.

**Rangoon** There (as at Karachi), skilled mechanics took care of her aircraft and she left early for Rangoon in spite of monsoon weather warnings ahead. She was still hoping to break Hinkler's record. The terrain she crossed was formidable—down the jungle-smothered coast toward Burma and then to find a place to cross the mountains and locate the Irrawaddy.

During the crossing, there was heavy overcast and she was in constant fear of flying into the mountain, but when the situation seemed at its worst, the clouds suddenly parted. She said, "It seemed almost a miracle that at this moment the clouds should part, and I saw far below the gleam of a large river."<sup>5</sup>

She knew it was the Irrawaddy and picked up her exact position on the map. But the river could not be her guide for long as she had to strike toward the coast in order to reach the racecourse on which she had planned to land. However, hampered by torrential rain, she failed to locate the racecourse and again it became imperative to put *Jason* down.

Seeing a small track of clear ground, she made another sudden desperate "arrival," crashing into a ditch at the end of what turned out to be a football field—damaging a wing, propeller, the undercarriage struts and bursting a tire. Amy wept! She had landed on the playing ground of the Government Technical Institute at Insein five miles north of Rangoon and the only saving grace was that there was plenty of technical help available there to set about the repairs to *Jason*.

Their work—with Amy as a guide—was quite remarkable, but it took three days of great innovation to put *Jason* back together worthy for a test flight by Amy on the morning of May 16, the twelfth day since she left Croydon. All was ready for her to continue her flight but she had lost her two-day lead over Hinkler.

**Bangkok** She took off for Bangkok, a short but hazardous flight across cloud-wrapped mountains. She found the aerodrome well enough and there, Siamese Air Force mechanics were only too willing to help. Unfortunately, after her meal and a short rest, she discovered their work to be



unsatisfactory and worked until dark to fix it. Her life depended on the mechanical efficiency of *Jason's* single DeHavilland engine and Amy never took chances with the servicing of it.

**Singapore** Her next hop was a flight of 900 miles to Singapore, closely following the coastline. After 450 miles, she broke her journey at an aerodrome at Singora, rather than risk fuel shortage again. Remember how these decisions had to be made. If she ran out of fuel by losing direction or not finding a landing, she would have to ditch in the vast ocean of the South China Seas where few observation posts were then able to look out for a flyer.

Four hundred and fifty miles further south on Sunday, May 18, she landed safely at Seletar Aerodrome at Singapore where a crowd of several hundred Europeans dressed as for a garden party waited to welcome her. Poor Amy landed so sunburned and splattered with oil that she looked more like an Indian than an Englishwoman, said one reporter.

But now she was famous! Telegrams from significant people awaited her and her father's cables gave details of lucrative business propositions from newspapers with offers for her story. Repairs to *Jason* were carried out by RAF experts so that she could face the dangerous stretches of sea ahead: the Java Sea to Sourabaya in the Dutch East Indies and the Timor Sea to Australia's coast, now only 2,400 miles away. She was so tired her sole thought was to be able to sleep as long as she wished when she reached there.

**Sourabaya across Java Sea/Tjomal** She set off with confidence for Sourabaya, heading across the Java Sea; but, alas, her plan to take the direct route there led her into such bad weather she was driven down above the waves and lost all sense of direction. Amy says of it, "Then suddenly, in one direction the sky cleared, the sun shone through and outlined on the black cloud opposite was a perfect rainbow."<sup>6</sup>

With thanks in her heart, Amy darted for the clear patch and flew along the coast where the weather was better. But because of her lost time, she abandoned her 1,000 mile goal to Sourabaya and landed instead on the island of Java alongside a sugar

factory at Tjomal. The Dutch manager was very helpful and she set off for Sourabaya the next day, May 20, covering the short distance of 240 miles by midday.

Here she was given an uproarious welcome by the Dutch and English awaiting her. They were very helpful with the repairs that *Jason* needed, but Amy's checking revealed more work required and it gave her two days there. This was fortunate in that Amy needed rest before her dangerous last lap.

It also gave her the pause to write to her parents an illuminating letter in which she stated that although she had experienced considerable bad luck, especially with the early arrival of monsoon weather, there seemed to have been a kindly providence looking after her at critical moments when she was in real peril.<sup>7</sup>

**Atamboea on Timor Island** On the 22nd of May, she left for Atamboea on the island of Timor, 1,000 miles away, and she looked forward to the route over the Dutch East Indies islands known for their beauty. Although she saw ahead that she was in reach of the Timor coastline, her little biplane had to be put down before dark, so again, she made an unscheduled stop short of her goal. This time it was far from civilization at a native village called Haliloeli.

She landed on a field of six foot ant heaps and towards her plane came a horde of yelling natives with knives in their teeth. She braced herself revolver in hand, but it was not required. They were friendly and led her to the Catholic pastor of the island who gave her food and rest. Soon, officials from Atamboea arrived from the aerodrome which she had not been able to see because it was blackened by a bush fire.

They took care of her comfort but no word was sent out of her safe arrival, and it was then the world thought she was finally lost. It was a time of great anguish at home because reporting had been good along the whole route until then. Sourabaya Naval Air Service was about to mount a naval air search when word from the British Consul got through of her safety.

The whole village of Haliloeli was recruited to get *Jason* fueled enough to reach Atamboea to take on its full load of fuel. There the engine was overhauled carefully for the final 500 mile lap of this 11,000

mile endurance flight over the infamous shark-infested Timor Sea.

The next day, May 24, Amy received some heartening news that a Shell Company oil tanker, the *Phorus*, had been instructed to stand by on her course midway between Atamboea and Darwin.

After a daring takeoff on the limited runway, she was on her way at 8 a.m. and immediately calculated when she could expect to see the tanker—roughly in three hours. The calm sea and blue sky did not stay with her long. She saw heavy black clouds ahead and directed *Jason* around them, hoping to avoid her Java Sea experience. Watching the hours pass was hard, but after three hours, she strained her eyes for the tanker—and there it was!

**Touch down in Darwin, Australia** She swept down and waved to the figures who were happy to see *Jason's* identification letters GAAAH... "I was wildly excited and forgot all danger," she reported of this incident, and quoting further from her own words of these last hours of her stupendous effort:

"The smoke had given me the wind direction and I altered my course by a couple of degrees. Time again seemed to stand still, but I was comforted by the thought of the ship behind me and Australia ahead, and I seemed in some curious way to be protected. Another three hours passed and I began to climb so that I should see Australia quicker. Then I saw a dark cloud on the horizon...the cloud slowly assumed shape and after half an hour's flying, I made out an island, which I knew to be Melville Island and I was sure of my exact whereabouts. In another half an hour, my wheels were touching Australian soil."<sup>8</sup>

I finished this story with Amy's own words because it is the way she told it in the lectures and writings which came about as a result of her unique pioneering achievement.

**Amy-mania in England** After Amy's arrival in Australia, she experienced what we would describe today as "Amy-mania" for what had been an epic achievement by a woman of that time. Back home in England, there was national rejoicing that a native daughter had brought such distinction to her country. ✨

<sup>1</sup> Smith, Constance Babington, *Amy Johnson* (London, England: Collins, 1967), p.190, <sup>2</sup> Ibid. p.196, <sup>3</sup> Ibid. p.197, <sup>4</sup> Ibid. p.204,

<sup>5</sup> Ibid. p.206, <sup>6</sup> Ibid. p.217, <sup>7</sup> Ibid. p.219, <sup>8</sup> Ibid. p.225



# NCASE

## United We Stand...

BY SIGRID RAMELLI

**T**HE 28TH NATIONAL CONGRESS of Aviation and Space Education (NCASE) was held in San Diego in April. This premier annual event for educators was sponsored by the Civil Air Patrol (CAP), NASA and the FAA. The theme was "Aviation and Space for the 21st Century."

Over 700 aviation teachers and more than 400 counselors, administrators and leaders for government, business and industry gathered to charge their batteries and inspire ongoing efforts to bring aerospace education to our young people. It is today's youth who will assume leadership when we cross the threshold into the 21st century.

The Congress had invited Klaus Strienz, aviation educator from Germany, as a guest speaker. His presentations centered around: "The U.S.-German connection/Intermodul Transportation" and were well received. He shared one of his country's contributions for young women with me. From July 31 to August 4, Siemens A.G. sponsors the 4th "Technique-Adventure Camp" for girls only, age 14 to 18. Their motto is "Out into nature, into adventure and into technology" (*Raus in die Natur, rein ins Abenteuer, ran and die Technik*). Mr. Strienz will take responsibility for actual glider training flights and technical flight experiments.

Previous participants have gained con-

fidence in their competence, discovered their courage to risk, experienced team spirit and tested their technical skills—basic requirements for a successful career in aviation. Prejudice against female pilots still lingers in the U.S., but an airplane does not know whether it is being flown by a man or a woman!

Dr. Peggy Baty's presentation of "Women's Contribution to Aviation" reminded the large audience of our journey from the days of Blanche Stuart Scott and Amelia Earhart to the WASPs of WWII to our rigorous astronaut training program in 1960-61. Thirteen women had qualified before the program was terminated because of a perfect catch-22: "Astronaut candidates must have experience as jet test pilots." Since the military already prohibited women from test-flying jets, no woman could qualify!

But women pilots never give up! In the Soviet Union and Germany, a small number of women actually flew bombers in WWII. In the U.S. more recently, cockpits opened in the military and airline industry for qualified aviatrixes. Marie Christensen and Dr. Anita Nordbrock contributed their knowledge in this field to educators for sixth to 12th grade students.

On February 3, 1995, the spaceship *Discovery* headed for earth orbit from



Several of the attending 99s gather for a "discussion" lunch after the Congress. (L to R) Isabelle McCrae-Hale, Leah Liersch, Pat Fry, Chanda Budhabhatti, Sigrid Ramelli, Pat (Katherine) Tolsma (in back), Lynn Briggs and Carolyn Carpp.

Canaveral's Launch Pad 39 with Lt. Col. Eileen Collins at the controls. Finally, the significant gender barrier has been broken down by the determination and endurance of a few.

I left the Congress with a feeling that there was something left unsaid. What we cannot do alone, we can accomplish together! According to Dr. Baty, 14 women's aviation organizations are active today. In this writer's opinion, we need to integrate our contributions to education and charitable projects with all those groups generally and with meetings such as the NCASE in particular.

Preparations for the next Aviation and Space Educators Congress in 1996 are already underway. The meeting will take place from April 10 to 13 in Little Rock, Ark. Let's plan to establish an information booth. It is a great opportunity to reach for the skies, together! ✨

## UPDATE

### Wings Around the World

BY AMY FRAHER

I joined Amelia Earhart biographer Doris Rich and historian Dr. Susan Ware for a panel presentation at the National Air & Space Museum. This presentation was part of the Smithsonian Institution's women's history month celebration in Washington, D.C. Almost 200 people attended, including many 99s.

I am pleased to announce that we are in the final stages of commercial production of "Flights of Imagination," the Wings Foundation's CD-ROM program about Amelia Earhart and other women pilots.

New additions to the Wings Foundation Advisory Board of Directors are Representative Bob Filner and Ms. Dorothy Cochrane, Curator of the National Air & Space Museum.

For more information, please call, FAX or write: Wings Around the World Foundation, 2232 Sunset Blvd., San Diego, CA 92103, 619-295-1997. ✨



Deadlines for the last two issues this year are Aug. 15 and Oct. 15. Fax: 316-263-9110 or mail to me at 807 N. Waco, Ste. 22, Wichita, KS 67203. ✨

## EDITOR'S DESK

### Thanks to all of you!

BY BETTY ROWLEY

**I** WANT TO THANK all the news reporters and others who have contributed generously to the magazine this year. Most send their material on The 99 NEWS report form furnished by their Chapter chairman.

And most are sending photos with names of all the people in them typed on a label and applied to the back. (All photos, whether they are printed or not, are sent on to 99s Headquarters for the Archives.)

Professional quality photographs are needed for the covers for next year. Also, short pilot stories of about 600-750 words with a photo or two to accompany them are requested.



## International Forest of Friendship Weekend

BY BROOKS M. POWELL  
Northeast Kansas Chapter

ON FRIDAY MORNING, June 16, 99s Catherine Kovar, Jan Raymond, Lois Feigenbaum and I were playing bridge in the Amelia Earhart terminal while we waited for airplanes we knew would be arriving from Texas, Minnesota, Michigan, California and points in between. Old friends, new friends...The 99s...were flying in for the annual Forest of Friendship weekend at Atchison, Kan., a charming river town situated on the border of Kansas and Missouri. A quiet hissing sound from the handheld transceiver claimed at least half of each player's concentration.

As always, we who serve as greeters arrive early on the scene, even though it is usually late in the morning before the first call, "Atchison Unicom, this is 1438Papa or 2351Whiskey" is heard on the speakers. But the waiting is never dull. There is hangar flying, nibbling on the refreshments meant for the arriving pilots and visiting with airmen passing through.

On this particular day, the highlight of our morning was visiting with CFII Matthew Curry. Matthew, a graduate of Parks College, St. Louis University, told us that his choice of aviation for a career was a direct result of his experience as a Boy Scout participating in the annual parade of flags at the Forest of Friendship. He said that listening to the biographies of aviators, their challenges and achievements, inspired him to become a career pilot. We were touched and thrilled to find our own

feelings about this wonderful Forest of Friendship so affirmed.

All during the day, 99s and other friends of the Forest flew or drove in to Atchison. Friday evening, cocktails and a buffet dinner were served at the Mount St. Scholastica Conference Center, giving everyone a chance to visit and catch up with one another's lives. A cake celebrating some event or other is *de rigueur* each year; this year's cake was embellished with a runway, ag planes and "Welcome Flying Farmers" in large letters.

Saturday morning, after a delicious continental breakfast, we headed in buses, trolleys and cars out to the Forest for the ceremonies. It was a beautiful sunny day, a cool breeze was just enough to keep the sun's warmth comfortable.

By 9:30 crowds of people were strolling along the winding pathways reminiscing as they recognized names engraved on the marble and granite stones set in the path. The Forest is actually a park with a large variety of trees planted throughout.

Shortly after 10 a.m., the Scouts assembled with flags representing each state of our nation and many nations of the world. Strains of a march filled the air and the parade of flags commenced. After the presentation of our nation's flag, the singing of "The Star Spangled Banner" and the "Pledge of Allegiance," the mayor of Atchison gave her welcome which was followed by introductions and an invocation.

Then, as always, for the next hour our attention was galvanized by Fay Gillis Wells as she read the fascinating biography of each honoree. We jockeyed for position to photograph our special friends as they came forward to receive their certificates.

After the ceremony, everyone went back to Mount St. Scholastica for lunch. Following lunch there were trolley trips and shopping around the town, and many took the opportunity to attend the Open House at the Amelia Earhart Birthplace Museum.

Saturday's banquet is always the climax of the weekend. From Australia, elegant and articulate Nancy Bird Walton inspired and thrilled her audience. And we were held on the edge of our seats by two



Jody McCarrell telling one of her many stories to Lee Orr, Bonita Ades and Lois Erickson.

### Friendship Through Flying

The Forest of Friendship is one of those outward manifestations of an inward state. To experience the weekend there is to know the true meaning of camaraderie: sharing with one another our joy in flying, our pride in our own achievements and the accomplishments of others, our hopes and beliefs in the future of aviation and aerospace.

To personally get to know charter members of The 99s—such as Fay Gillis Wells, Betty Gillies and Nancy Tier—to meet women who are right now moving and shaking the aviation world in their own right—such as Jody McCarrell, Wally Funk and so many others—is a real inspiration.

To quote Dorothy Gillis, "We come to Atchison and meet all these wonderful women, then we return to our homes inspired and we say to ourselves: 'If they can do it, I can do it'."

—Brooks Powell



Standing: Lois Feigenbaum, '76-78 President; Ruth Deerman, '63-65 President; Lu Hollander, '92-94 President; Nancy Hopkins Tier, Charter Member; Betty Huyler Gillies, '39-41 President and Charter Member; and Marilyn Copeland, '82-84 President. Seated: Fay Gillis Wells, Charter Member.

terrifying versions of one awful day on the ocean some miles from Saigon by Capt. James Roper, retired tower operator of the USS Midway, and by Major Bung Ly.

Capt. Roper described the chaotic conditions and events leading up to the dramatic landing made by Major Bung Ly; and Major Ly then described the horror of the fall of Saigon and the certain death that had awaited his family of five and himself had he not been able to find some way to escape. He told of how he packed his wife and children into the confined space of an army Bird Dog and headed out to sea... adventure and danger... followed by a happy real life ending. An exciting conclusion to a great weekend!



"If you obey all the rules, you miss all the fun!"

Katharine Hepburn



Lucille Stone: Circa 1930's

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# How to apply for a Ninety-Nines Scholarship Award

Administred by the Trustees of the Amelia Earhart Memorial Scholarship Fund

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*The Ninety-Nines Scholarship Award is given as a memorial to Amelia Earhart and is also called the Amelia Earhart Memorial Scholarship. All eligible Ninety-Nines may apply. The awards are given yearly.*

*The Application Form, Eligibility Form and Fact Sheet are printed in a fall issue of Ninety-Nine NEWS each year. The deadline for applying each year is December 31; however, it is very important that you plan ahead instead of waiting until the last minute.*

*So, your first question should be, "How do I prepare for applying for the Scholarship?"*

- 1** You must determine that you are eligible by having been a 99 member *continuously* since December 31, two years prior to submitting the application. If you have allowed your membership to lapse, even for a few days, and have been reinstated, that is considered a break in membership.
- 2** "Why do you want the particular certificate/rating?" *You must have an ultimate goal!* This does not necessarily mean an airline pilot. There may be a great need for a female flight instructor at your airport.
- 3** Make sure you meet all criteria on the Fact Sheet. *You must start your training within three months after winning.* Therefore, it is prudent that your plans are such that this can be accomplished. Failure to start may result in forfeiture of the scholarship.
- 4** Complete the Application Form carefully. *It must be typed.* After completing, it goes to your Chapter Chairman for her signature. It must be sent to the Section AE Chairman postmarked no later than January 10. It is the applicant's responsibility to see that the deadline is met and that the application is properly signed. At this time, *deadlines are very important.* Failure to meet a deadline will result in *disqualification!*

A copy of AE Guidelines is sent to all Chapter Chairmen, Section AE Chairmen and Governors via monthly mailing. Study the Guidelines carefully. They usually go out in August. Check with your Chairman for a copy. They may be requested from 99s Headquarters also.

The Section AE Chairman, along with her committee, screens all applications from Chapters and sends the Section's quota to the AE Trustees postmarked no later than February 10. The Trustees evaluate the applications at the Spring meeting and forward the finalists to the outside judges who make the final decision.

*In conclusion, read all the information carefully, meet all the deadlines, fill in the application (typewritten) very neatly and completely. Follow all requirements and you will have no problem. Good Luck to All!*

Charlene Falkenberg, Chairman  
Amelia Earhart Memorial Scholarship Fund Trustees

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# 1996 Fact Sheet

## PERTAINING TO APPLICATIONS FOR AMELIA EARHART SCHOLARSHIPS

ANY NINETY-NINE WISHING TO APPLY FOR A SCHOLARSHIP IS **REQUIRED** TO READ THIS PAGE.

APPLICANTS MUST READ THE GUIDELINES CAREFULLY.

(CONTACT YOUR CHAPTER CHAIRMAN OR SECTION SCHOLARSHIP CHAIRMAN FOR A COPY)

THE CRITERIA FOR AN APPLICANT INCLUDES THE FOLLOWING:

- has been a member of The Ninety-Nines, Inc., continuously since December 31, 1993;
- holds a current medical certificate;
- has a current biennial flight review (BFR) for U.S. only;
- has a minimum of 150 hours of total pilot time (does not apply to Research Scholar or non-flight training applicants)
- has financial need of the award;
- agrees to complete the course and/or training by December 31, 1997;
- required ratings/certificates, including medical, needed to be eligible for the scholarship being requested must be completed and verified to A.E. Trustees by February 28, 1996.

*Disqualification will result from not meeting these criteria.*

THE APPLICATION CONSISTS OF - the original and six (6) exact copies.

1. Application Form (which includes experience record);
2. Eligibility Form (only the original need be notarized in the place provided);
3. Letter from applicant (maximum of one page) plus copies of pilot certificate and medical;
4. Letter of recommendation from the Chapter Scholarship Chairman (or Chapter Chairman);
5. One letter of recommendation from an individual who is not a Ninety-Nine that depicts candidate's character and experience **in areas other than aviation**;
6. Four (4) clear, head-and-shoulders photos taken within the past two years: approximately 3" X 5" of good reproduction quality and with NAME attached to each photo.

NOTE: Omit use of binders and covers of all types.

Any item not completed on the Application Form may result in disqualification.

Original and six (6) exact copies (seven total) of all material must be submitted to Chapter AE Chairman.

EACH CHAPTER IS ALLOWED ONE APPLICANT FOR EVERY 30 MEMBERS OR MAJOR PORTION THEREOF.

Regardless of size, each chapter is allowed at least one applicant. The Chapter Scholarship Chairman may select a committee to assist her in screening applicants. This should be composed of two or three Ninety-Nines or other members of the aviation community. Chapter Chairmen may serve as Scholarship Chairmen. Application **MUST** be received by Chapter Chairman no later than December 31, 1995.

The Chapter Scholarship Chairman mails her chapter quota (or less) of the applications to the Section Scholarship Chairman, postmarked no later than **JANUARY 10**. Use of the following criteria will help in making chapter selection(s) for forwarding to the Section.

- A. Are the applications and supporting materials (original plus six exact copies) complete in every respect?
- B. Is she a participating Ninety-Nine?
- C. Is the requested amount of funding appropriate (time needed, plus rental and instructor rates in your area)?
- D. How realistic is her goal? What are her opportunities?
- E. What has the applicant already accomplished?
- F. Has she established financial need?
- G. Was she chosen by general accord of the chapter?

---

NOTICE TO CHAPTER OR SCHOLARSHIP  
CHAIRMAN: Your letter **MUST** cover items B-G

---

A SECTION MEMBER (not affiliated with a chapter) shall request a letter of recommendation from the Section Governor or Section AE Chairman and submit her application as directed above to the Section Scholarship Chrmn no later than **JANUARY 10**.

A SECTION SCHOLARSHIP CHAIRMAN will select a committee (similar to that described for the local chapter) and screen the applications submitted by the chapters, using the criteria listed above. Each Section may submit one application for each 200 members of the Section, or major fraction thereof, to the Vice Chairman of the AEMSF, to be postmarked no later than FEBRUARY 10. The Section Scholarship Chairman will notify all applicants of the status of their applications by FEBRUARY 15. All Sections, regardless of size, may submit at least one application.

**NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS  
BEEN ISSUED AND ACCEPTED**



# 1996 Application Form

Application must be typewritten and complete in every respect.

Any item not completed may result in disqualification.

READ FACT SHEET CAREFULLY.

THE NINETY-NINES, INC.

## Amelia Earhart Memorial Scholarship

APPLICANT MAY APPLY FOR ONLY ONE  
CERTIFICATE OR RATING

Scholarship would be used for completion of

Applicant MUST write a concise letter which includes short and long term goals and employment opportunities. Include four photographs. See Fact Sheet

CONTACT THE NINETY-NINES' OKLAHOMA CITY HEADQUARTERS FOR RESEARCH SCHOLAR GRANT GUIDELINES.

Name		Chapter		Section	
Address		City		State	ZIP
Phone		Birthdate	# Children	Ages	
# Other Dependents	Date Joined 99s		Date Last Medical		Class
Date of Private Cert.		Airman Cert. No.		Date Last BFR (US Only)	

	HOURS	NIGHT	ACTUAL INSTRUMENT	SIMULATED INST. IN AIRCRAFT	SIMULATOR	TOTAL PIC XC TIME		HRS AS CFI*
						XC	Since Pvt.	
Total SEL:								
Total MEL:								
Other**:								
TOTALS:								

\* Instructing (Year, place, duration of job): \_\_\_\_\_

\*\* DEFINE OTHER: \_\_\_\_\_

### CERTIFICATES AND RATINGS NOW HELD:

#### AIRPLANE

- ☐ Private    ☐ ASEL  
☐ Commercial    ☐ AMEL  
☐ A.T.P.    ☐ ASES  
☐ Instrument    ☐ AMES

#### GROUND INSTRUCTOR

- ☐ Basic  
☐ Advanced  
☐ Instrument

#### FLIGHT INSTRUCTOR

- AIRPLANE  
☐ SE    ☐ ME  
☐ Instrument

#### OTHER

Writtens passed for Certificates or Ratings not now held: \_\_\_\_\_

Certificates or Ratings in progress & expected completion date(s): \_\_\_\_\_

Ultimate career goal: \_\_\_\_\_

Highest academic degree and where obtained: \_\_\_\_\_

Present position, employer & date employed: \_\_\_\_\_

Previous employment (give dates): \_\_\_\_\_

Marital Status: \_\_\_\_\_ Husband's name: \_\_\_\_\_

Husband's position and employer: \_\_\_\_\_

Have you applied for another aviation scholarship this year for this rating or certificate? If so, identify? \_\_\_\_\_

### EXPERIENCE (list longest cross country flight)

Date                      From (city, state)                      To (city, state)                      Nautical miles                      Pilot Hours

Other aeronautical experience or training: \_\_\_\_\_

**1996 A. E. Scholarship Eligibility Form**

THIS FORM MUST BE NOTARIZED PRIOR TO DEADLINE: DEC. 31, 1995

DATE: \_\_\_\_\_

**CREDENTIALS:**

I have examined the credentials of (NAME of APPLICANT) \_\_\_\_\_

and find her to be eligible and deemed fully qualified to accomplish the one course entitled: \_\_\_\_\_

(U.S. flight training should be under FAR Part 61.

**Applicants for non-US certificates or ratings must furnish qualifications required for requested training.)****AIRCRAFT TO BE USED** (one or two types as required)

#1 Make \_\_\_\_\_ Model \_\_\_\_\_ #2 Make \_\_\_\_\_ Model \_\_\_\_\_

AIRCRAFT #1			AIRCRAFT #2		
DUAL FLIGHT TIME	Aircraft Rental	hrs @ /Hr +	hrs @ /Hr	= \$	
	Instructor Time	hrs @ /Hr +	hrs @ /Hr	= \$	
SOLO FLIGHT TIME	Aircraft Rental	hrs @ /Hr +	hrs @ /Hr	= \$	
GROUND SCHOOL (If required) flat rate or . . . . .			hrs @ /Hr	= \$	
FLT SIMULATOR	Rental	hrs @ /Hr +	hrs @ /Hr	= \$	
	Instructor Time	hrs @ /Hr +	hrs @ /Hr	= \$	
EXAMINER FOR FLIGHT CHECK (show aircraft expense above under Solo Flight Time)				\$	
OTHER (describe)				\$	
<b>NOTE:</b> Upon receipt of properly executed AEMSFS forms, check will be made jointly to applicant and school (or instructor)			TOTAL OF ABOVE		\$
			Less employee discount (if applicable)		\$
			If outside USA, show Non-US Currency amount		\$
			<b>TOTAL NET COST, U.S. DOLLARS</b>		\$

**[NO PAYMENT WILL BE MADE FOR TRAINING TAKEN BEFORE NOTICE OF WINNING HAS BEEN ISSUED & ACCEPTED]**

Name of school or qualified instructor: \_\_\_\_\_

I certify that the above information is true and correct.

Print or type Name, Title and Certificate Number.

Address: \_\_\_\_\_

Title: \_\_\_\_\_

Signature \_\_\_\_\_

Telephone ( ) \_\_\_\_\_ Date: \_\_\_\_\_

*The following is to be completed by Chapter or Section Scholarship Chairman, Chapter Chairman or Governor, as applicable.*

I verify the accuracy of this application. My letter of recommendation accompanies this form.

Signature \_\_\_\_\_ Title \_\_\_\_\_ Date \_\_\_\_\_

**NOTE:** Original and six exact copies of all material furnished must be signed and sent to the SECTION SCHOLARSHIP CHAIRMAN, postmarked no later than January 10, 1996.

- I have been a member of The Ninety-Nines, Inc. continuously since December 31, 1993.
- I have logged at least 150 hours of pilot time.
- If I receive this Career Scholarship, I will complete the project for which this application is submitted by Dec. 31, 1997.
- I agree to retain my membership in The Ninety-Nines, Inc. continuously through December 31, 1997.
- I understand that the funds are to be used ONLY for the purpose for which I am applying.
- I will communicate, at least quarterly, with the Chairman of the Amelia Earhart Memorial Scholarship Fund (AEMSFS) and inform her of my progress.
- I attest to the fact that my application reflects an honest appraisal of my ability to complete the goal requested herein.

**I CERTIFY THAT THE ABOVE STATEMENTS AND ALL INFORMATION IN THIS APPLICATION ARE TRUE AND CORRECT**

Signature \_\_\_\_\_

**NOTARIZATION MUST BE ON THIS FORM (NOT ATTACHED)**

Subscribed and sworn before me this \_\_\_\_\_ day of \_\_\_\_\_, 19 \_\_\_\_\_

Notary Public: \_\_\_\_\_ My commission expires: \_\_\_\_\_



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It was developed as a pure lubricant "metal energizer"™ with a scientifically modified molecular structure to saturate and penetrate the pores of all metal surfaces inside piston aircraft engines.

After rigorous and exacting testing, AVBlend won FAA approval — and remains to this day, the only pure lubricant so honored.

The benefits of AVBlend were extraordinary. With the addition of just one can, pilots and mechanics could see, feel, and hear a difference in the performance of an aircraft's engine.

By penetrating the metal itself, AVBlend energizes the surfaces and works to control their temperatures, so lubricants and fuels can do their jobs better.

The "wetting action" of AVBlend helps prevent "dry starts," one of the principal sources of wear in an aircraft engine. It controls harmful carbon build-up in cylinder combustion chambers. And helps protect engines against damaging rust and corrosion.

Over the years, AVBlend has built a loyal, almost fanatical following of hundreds of pilots who will not fly without AVBlend in their engines. Why? Because AVBlend provides peace of mind when they fly in these critical areas.

- AVBlend helps eliminate exhaust valve sticking
- AVBlend helps stop the damage of dry starts
- AVBlend prevents damaging rust and corrosion
- AVBlend protects against wear and carbon build-up

Pure and simple — AVBlend works. And will work for you. It's backed with documented testing by the FAA and by case histories from pilots just like you.

It's our firm belief that you owe it to yourself, to your aircraft, and every person who will ever fly with you, to take the next step and get the complete AVBlend story.

Why not call today — you'll get the answers to any questions you have. And true peace of mind every time you fly.



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**Captain Oil Corporation**  
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# One Little Letter

BY MADELEINE MONACO

Chicago Area Chapter

**I**N AN INDUSTRY (avocation, occupation, passion) that is completely invaded by acronyms and alphabet soup, one little letter can make a tremendous difference.

We in aviation are bombarded with cute little ways to remember things—GUMPS, SAFE, CIGARS, and with representative organizations that are identified by their initials—AOPA, EAA, FCC, NAFI, CAP, DOT, and, of course, FAA. (Isn't it nice that our organization uses a number instead!)

We take BFRs and ICCs and we see our AMEs and our CFIs. We call DUATS or get the TIBS, or listen to ASOS or AWOS. We struggle to remember to test our ELTs and carry our NASA reports and to listen and remember the ATIS when we get it from the ATC.

We have heard that by the time we accomplish an instrument rating—in order to fly in IMC—we will have learned over 2,000 terms that we hadn't had in our repertoire before beginning to fly. It's a whole new language, but there is something from the "old" language that is more important than any of that.

Some of us who are old enough to have watched the old Dick Van Dyke television show might remember the episode where good old Rob Petrie used a blackboard to show

what was wrong with anyone who "assumed" to have knowledge without "assurance" of that knowledge. He wrote out the word "assume" and identified its parts to show that when you *assume* something, you may very well make an "ass" out of "u" and out of "me." It was cute, but also valuable.

Change one little letter and make your flying safer. Look at the word *assure*. We have not only replaced the letter M with the letter R, but we have also replaced conjecture with confirmation. Whether on a pleasure flight with a flying friend, or a commercial flight with a copilot and crew, we all need that same *assurance* that communication has been absolute and checklists have been complete.

Not one of us would ever finish flight training without having learned the impor-

tance of checklists. Each aircraft manual now printed contains pages of procedures to follow for the various possibilities encountered in a flight.

Reminders are found in publications all through our aviation life. We know that we are human and fallible and that we need to establish patterns of behavior that will help us cover all of the bases.

We need to make decisions to accomplish the duties required in the most positive manner in order to *assure* success. Maybe what we need is one more checklist—the one that makes us positive that the other checklist has indeed been done.

We learn to "touch and tell" as we follow the checklist in use. And we fly two hours a month or 200 hours a month. And it all becomes habit. Now we have to make sure that the habit we have is the *right* habit to have.

CRM (cockpit resource management) is one of the tools of our trade. Division of the duties of flight is important, and we all know that the division needs to be defined before the flight begins. Air racers know this better than anyone. Every flight begins with a conversation about who will be doing what. Flight training also begins with a preflight briefing that defines duties and responsibilities in the cockpit. What needs review now is the assurance factor.

GUMPS check—and an "OK" response isn't enough if you did not *assure* that each part of the checklist was verified. Don't just look to see that the gear handle is in the down position. Look for the green light or other indicator. See if the airspeed has reacted to the added drag.

Restart procedure? Make sure that you actually see the fuel selector and verify its position on the fullest tank, and that you really look at the ignition switch to confirm it's on both.

Got the ATIS? Well, did you write it down? Can you repeat it and get corroboration? Are you sure that it was 28.92 or was it perhaps 29.82? You could turn into an antenna, you know.

Got your approach clearance? Did she say cleared or did she say expect? Was that runway hold short clearance acknowledged?

Confirm, corroborate and then continue. *Assure*—don't *assume*—the successful completion of your flight. ✨

## Hypoxia

BY DENA L. McCLUNG

Crater Lake Flyers Chapter

**R**hea and Richard Bastian, Mary Carroll, Dot Slaton, Fran Stilwell and I took a course to learn about hypoxia and other flying gremlins that attack pilots in flight. Symptoms of hypoxia vary from person to person and the chamber is the safest place to learn what your own personal symptoms are.

Even though the FARs don't require oxygen below 12,500 feet, the Air Force has compelling evidence of hypoxia occurring at altitudes of 10,000 feet or even lower.

After several hours of classroom instruction provided by the same Air Force personnel who train their pilots) and a lunch break, we were outfitted with cloth helmets and oxygen masks with built-in headsets. After a quick equipment check at 8,000 feet, we breathed pure aviation oxygen for 15 minutes to remove as much nitrogen from our bodies as possible.

By pumping air out, the chamber was taken to a pressure altitude of 25,000 feet and our masks came off. Typical symptoms appeared: light headedness, impaired mental function, tingling in the extremities and turning blue. Since all of us live at a relatively high altitude of 4,100 feet, we outlasted our sea-level classmates by several minutes.

After the last mask was put back on, the chamber was taken down to 18,000 feet and the lights dimmed for a demonstration of the effects of hypoxia on night vision. Each of us held a large colored card. After several minutes off the oxygen, we replaced our masks and were amazed at how much more clearly we could see the pattern.

Our Air Force instructors were thorough and made the training as much fun and as interesting as possible, while maintaining our personal safety as a prime consideration. We highly recommend the course to all pilots.

For more information, contact J. R. Brown at the FAA's Civil Aeromedical Institute in Oklahoma City—405-954-4837. ✨



## Marketing yourself. If you don't, who will?

BY KAREN KAHN

**T**HROUGHOUT YOUR AVIATION CAREER, you'll find one of your main jobs is to market your talents and skills to prospective employers. This skill, though easy for some, seems to be one of the more neglected areas we find when talking with pilots about advancing their careers.

First of all, remember that you are unique and you bring special talents to your flying jobs. Even as a student pilot, we all had something that set us apart. (For me, it was the memory of actually telling a tower that I was "going to make a 360 and get out of there!") Your job, as you progress in aviation, is to cultivate your special qualities and market them to your advantage.

Perfecting your "sales pitch" will help you progress through the ranks, opening doors that will lead to new opportunities. So how do you begin this process? I suggest you begin by imagining yourself sitting in front of a prospective employer with the question: "Tell me about yourself."

This request is akin to them saying "Why should I buy your product? What can you do better than your competition? Sell me your product; convince me that you're the one for the job."

Start by making a list of your best qualities as well as those that make you unique. Your skills, talents and extra curricular activities are also pluses that you'll want to describe during your soliloquy. How will you assist their organization? What have you done in the past that qualifies you for the job? What new ideas can you bring to the company? What special achievements or awards in your past should they know about? Remember, it's up to you to share this information with them. Don't make them dig for it.

Organize your delivery into a two to three minute well-paced presentation that gives them a good chronology of how you got into aviation, where and when you accumulated your ratings, how you acquired the necessary flight experience and how you happen to be sitting before them today. Be sure to make your progression a logical one, spiced with a bit of humor and leaning heavily toward highlighting your best accomplishments.

Did you receive an AE Scholarship for your CFI, or score a

99 on your ATP written exam? Then say so—and be proud of it. This is not the time to be modest, but do understand the fine line between bragging and informing.

Do you have interesting hobbies or unusual talents that don't appear on your resume? Now's the time to let them know you play the harp with your local symphony and once interviewed the President during your internship in Washington, D.C.

Remember, an employer looks for a well-rounded individual and your job is to help him see you in the best light possible. Make it easy for them to get a full and complete picture of you,

the person, you the pilot, you...their next employee. Often, you can volunteer information they can't legally ask. If it provides a better picture of you and will help in the selection process, tell them about your family and anything you feel would give them a deeper insight into you, the person.

This should be an upbeat, positive presentation that gives them the feeling of the real you. It should make them want to hear more, detailing your dedication to and the sacrifices you have made for your aviation career. In a word, make your summary memorable—concise, complete, interesting, informative and humorous.

As the interview draws to a close, you'll need to have prepared a response for the final, "Is there anything else you'd like to tell us before we conclude this interview?" Plan to clarify anything you stated previously that might have been misunderstood. If you were at a loss to answer a specific question, but now have the answer, deliver it now.

Then, thank them for the opportunity to talk with them and let them know you appreciate their taking the time to talk to you. Phrased in your own words, tell them you know you can do a good job and will work hard for them. You hope they'll choose to hire you.

Finally, send them a thank you letter as soon as possible, stopping on your way out, if necessary, to ask the receptionist for the correct spelling of the interviewer's name and correct address.

Remember that first and last impressions are the most important ones. Work to perfect your presentation which will help calm your nerves and improve your chances of landing the job. ✨



**Make a list of  
your best  
qualities...those  
that make you  
unique.**

If you have questions you would like answered in this column, send them to Karen Kahn, 933 Cheltenham Road, Santa Barbara, CA 93105.

### NOTAM

Both the Compass Rose and the name "The Ninety-Nines, Inc." and its derivatives are registered trademarks.

Before either can be used in a commercial venture, written approval must be obtained from the International Board of Directors.



### NOTAM

Ninety-Nine Headquarters has an 800 number to be used exclusively by women pilots who want to know more about how to join The Ninety-Nines.

**The number is 1-800-994-1929.**



# GRASS ROOTS



## India Section

Out of the 4,000 applications received by the Indian Air Force, seven women were among the 72 pilot officers who received their "wings" from Air Marshall S.K. Kaul. These were the first women ever admitted to the Indian Air Force and they would all go into the transport stream of the force. After 15 years of India Section's persuasion with Indian Air Force, we were finally successful in opening doors for women pilots.

Last year, Kalpana Chawla became the first Indian woman to be selected by NASA's space shuttle program. She was one of the 19 chosen from among the 2,962 applicants who had to go through the rigorous interview and selection process. If she successfully completes the one-year training, Kalpana will become an astronaut and a NASA employee. Kalpana, 33, came to the USA in 1982 after completing her bachelor's in aeronautic engineering from Punjab, India. She did her master's degree at the University of Texas and

completed her Ph.D. in aerospace engineering in 1988. She holds a flight instructor's license, has flown gliders, float planes and has been trained for aerobatics.

Mohini Shroff, Vice Governor, was recognized at the India Section Meeting for being elected as the woman Honorary Secretary of the Bombay Flying Club. After 65 years, it was the first time a woman was elected to the Board of the Bombay Flying Club. Captain Saudamini Deshmukh brought a beautiful garland for Mohini on that occasion.

The India Section has taken up the task of organizing one lecture every year with the cooperation of the Bombay Flying Club. The first lecture was organized in January and the presenter was the famous surgeon and keen aviator Dr. S.V. Bhawe. He presented his research on "Meghdootam" (cloud messenger), showing color slides of his flight over the route of the clouds traveling from Jaipur to the Himalayas in the month of June.

—Chanda Budhabhatti



Back row (L to R): Chanda Budhabhatti, Mohini Shroff, Binita Choksi. Front row (L to R): Captain Saudamini Deshmukh, Sunita Dutf, Pansy Fernandes.

## SOUTH CENTRAL FALL SECTION MEETING

High Country Chapter is hosting the South Central Fall Section Meeting in Grand Junction, Colo., Sept. 28 - Oct. 2, with the help of members of the Colorado, Pikes Peak and Aspen Chapters. This is another fine example of the special camaraderie the four Colorado Chapters enjoy in the sharing of talent and expertise.

The Ramada Inn is our Convention Hotel. Rooms are \$46 single/double; come earlier, stay later, same rates—800-272-6232! The \$75 registration includes a Colorado Winery Tour with dinner; a tour of the Colorado Monument, chuckwagon dinner, and campfire speaker; a Mountain Flying and High Density Altitude Seminar by Ursula Gilgulin of Leadville, Colo.; Saturday's luncheon banquet with Emily Howell Warner as the speaker; and more.

Mesa Travel, 800-748-2415, will help with travel plans with the airlines, Amtrak, and? Dress is *casual*! Do plan to join us for this opportunity to "Come Alive in the High Country." Grand Junction is easy to get to, the airport is very GA-friendly, the hotel and registration costs are most reasonable, the scenery is outstanding and the activities we have planned highlight some of the area's most enjoyable features.

For more information or to request a registration packet, or, if you plan to fly in and would like a Colorado Aeronautical Chart, contact Phyllis Kramer, Convention Chairman, at 970-856-7263 after August 11. (If space becomes a problem, the SCS registrants will be given first choice.)

Full information, including agenda and registration packet, will be printed in the Fall '95 SCS *Approach* to be distributed to the SCS members.—Phyllis Kramer, High Country Chapter



## Montreal

Members of the Montreal Chapter visited the Dorval Airport (CYUL) Air Traffic Control Tower on April 25. Serge Cormier, control tower manager, and Bill Smith, supervisor, gave the group a guided tour. Members present included Suzanne Pettigrew, Gayle Conners (Secretary and Treasurer), Suzanne Lafontaine, Shauna Megill, Joanne Dalton, Hélène Daemen-Darveau, M.D., and her father, Paul Daemen, Louise P. Giacomo (Chairman), Lynn Ibrus, Jahid Nasnas and Diana Pugh.

## First Canadian Chapter

Bev Bakti, Linda Kiff, Suze Detombe and Kathryn Davidson recently flew to the Bahamas and back in "two little Cherokees", as one American pilot they met put it. He was stunned to learn they were flying VFR, no autopilot, etc. Kathryn reports, "For Suze and I, it was our first long trip and we approached it with a certain amount of trepidation as well as enthusiasm. I can honestly say it was an incredible experience—filled with excitement, learning, incredibly funny moments and included some very unusual maneuvers around Daytona International. I would do it again in a minute, and realize that I have my association in the 99's to thank for it."—Dorothy Berthelet



### Canadian 99s honored

On June 1, Canadian Ninety-Nines were inducted into Canada's Aviation Hall of Fame. The 99s were presented with the Belt of Orion Award for Excellence in an impressive ceremony held at Government House in Edmonton, Alberta.

This award was founded with the purpose of honoring organizations or groups which have made outstanding contributions to the advancement of aviation in Canada.

The award consists of a round, engraved plaque which was presented to Joan Lynum, Governor of the West Canada Section, and Joy Parker Blackwood, Governor of the East Canada Section, by the Honourable Gordon Towers, Lieutenant-Governor of the Province of Alberta.

The awards ceremony was held in the beautifully restored

historical building which once served as the residence of Alberta's representatives of the Crown. A reception followed in the main salon where members of the 99s visited with many present

members of the Hall, their families and members of the Board. Afterwards, guests moved out to the gardens to watch a fly-past of four distinctive Harvards flown by members of the Western Canada

Warbirds.

It was a very exciting day. We are so pleased to have this kind of attention drawn to our organization.—*Mary Oswald, Alberta Chapter Chairman*



*Front: Lou Milhausen, Mary Oswald, Mrs. Towers, His Honour Lieutenant-Governor Gordon Towers, Rosella Bjornson and West Canada Governor Joan Lynum. Rear: Yvonne Coates, East Canada Governor Joy Parker Blackwood, Elaine Tanton and Mary Lee Burns.*

### Australian Section

Adelaide played host in March to one of the largest groups of 99s seen in Australia since the 1978 International Convention in Canberra.

More than 50 members of the 99s from America, New Zealand, the UK and Australia enjoyed some of Adelaide's best sights and entertainment during the recent combined international conference in

the South Australian capital.

Visitors from the U.S. included Gail Henze, Governor of the Mid-Atlantic Section; Sylvia Merritt and Ethel Bailey from Mid-Atlantic; and Kate Macario, Mid-Atlantic Membership Chairman. We also welcomed Billie and Stu Downing from Eastern New England; Janet Liberty from Renton, Wash.; Willy Gardner of San Jose; and Capt. Mimi Tomkins, HNL.

Organiser Barbara Collins said 250 registered for the conference which extended over four days. Mimi Tomkins, invited as our special guest, told an education seminar the horror story of the Maui-Honolulu flight she crewed in 1988 where the cabin fuselage on the forward section of the aircraft ripped away while in flight. She told about the psychological and physical turmoil the incident

caused to all concerned, and how she subsequently set up an international Critical Incident Stress Program aimed at helping flight crew deal with traumatic events. The program is a significant legacy to those on board the flight and a tribute to the courage and training of its crew.—*Carol Kitching, Australian Section Reporter.*



### A face in the crowd...

*Australian 99s enjoy a photo session with overseas members at Women in Aviation Conference in Adelaide. Guest of honour Capt. Mimi Tomkins is third from the right on the front row.*





#### Kansas Chapter

Jackie Sauder and Kay Alley visit with the crowd at The Ninety-Nines' table at "Planes on the Plaza" event at Wichita Old Town Farm and Art Market.

#### Welcome New Chapters

- Devils Tower Chapter/ Northwest Section, chartered May 10, 1995
- Big-Muddy Mississippi Chapter/Southeast Section, chartered January 13, 1995
- Southeast Alaska Chapter/ Northwest Section, chartered September 15, 1994

#### Willamette Valley

An open house was held in April to honor charter and early members of the Chapter which will soon celebrate 30 years. Charter Member Carol (Fleming) Clark contacted many early WV 99s, orchestrated invitations and assembled a Women in Aviation display for the meeting room. Sheri Lamont organized the refresh-

ments, including clever airplane favors made of candy and gum. Dorothy Schick designed an excellent poster used to invite pilots and other women who want to be pilots to meet others interested in aviation. Brandy Rackleff gave a delightful overview of the formation of the 99s and Amelia Earhart's life.

Lori Brant, an FAA Operations Inspector, presented an interesting program with many sage words of wisdom on flying safely. She also provided information, encouragement and forms for participation in the Wings program.

With the addition of a number of new members who want to fly places, the Chapter has become more active. We flew to Independence airpark in May for a delightful lunch and to McMinnville in June to learn about gliders.

—Gretchen Bercene



North Georgia Chapter staffed a 99s exhibit booth at Dobbins Air Force Base Open House and Air Show. The event drew a crowd of about 150,000 people.—Carole Brown

#### Katahdin Wings Chapter

On April 12, Katahdin Wings members had the pleasure and enjoyment of being the guest of the Brunswick (Maine) Naval Air Station. We met at the Niteflight for a small dinner and then proceeded to the P3C flight simulator. All present had a chance to sit in the pilot's seat

and attempt to fly the P3C.

Everyone agreed that there certainly was a big difference between the P3C and flying a Cessna or Piper. Some also had the opportunity to observe operations at the tower. It was both a learning and entertaining experience.



(L to R) 66 Debbie Welsh, Laura Smith, Pat Musser, 66 Sue Brooks, Koko Harris, Randy Cook, Laura Read, Valerie Davies, Kim Volk, 66 Diane Hamlin and Claire Holmblad, Laura Smith at Brunswick Naval Air Station.



Admiring a Beech Staggerwing belonging to Christine St. Onge at the joint Lake Erie and Western Pennsylvania Fly-in to Franklin, Pa., are Bruce Rowland, Christine, Judy Rowland, Clarice Bergemann, Marg Juhasz, Meigs Adams, Nadine Bluhm, Evelyn Kanzelmeyer, Pat Maxwell, Julie Trischler, Bea and George Balaban and Alice Henry. This is the third flying activity this year planned by Clarice Bergemann.—Marj Juhasz, Lake Erie Chapter

Material for Grass Roots section of the magazine is from Section and Chapter reports sent to the Editor's Desk. Names are spelled as submitted in these reports.



**BECOME A GA AMBASSADOR**

There are literally hundreds of air shows, fly-ins, rallies and other events every weekend in some part of the world. These activities range from major air shows like the EAA Fly-in Convention in Oshkosh to the Paris Air Show in France down to the local airport appreciation day. Each one of these events serves general aviation because they help spread the news of what's happening in GA. The local activities result in an almost one-on-one means of getting acquainted.

You can help everyone in the industry by taking along a non-flying friend or neighbor to the airport for a flight to a nearby town or just showing them different planes on the ground. You can help the uninformed understand why personal planes are a safe and important link in our transportation system.

And it's also a good time to recruit members for The Ninety-Nines. Be sure to keep a 99s Membership Application handy when you attend these events.

**17th Annual Okie Derby Proficiency Air Rally**, sponsored by the Oklahoma Chapter, will be held on Saturday, Aug. 19. Open to any pilot, male or female. Entry fee: \$35. For information, contact Lu Hollander, P.O. Box 12458, Oklahoma City, OK 73157, or Phyllis Miller, 8716 Rolling Green, Oklahoma City, OK 73132.

**39th Michigan Small Rally** (formerly known as the Michigan Small Race) will be held Sept. 22-23 and 24. First prize \$600. Sponsored by The Ninety-Nines of Michigan and Michigan Aeronautics Commission. This is a round-robin proficiency rally of approx. 200 sm. Open to all fixed wing aircraft/men and women pilots. Mail \$5 check payable to Michigan Small Rally to Mary Anglin, 2393 Golden Shore Drive, Fenton, MI 48430, 810-750-9749.

**Mile High Air Derby**, a cross-country speed race sponsored by the Colorado Chapter, will be held weekend of Sept. 8, 9 and 10. Open to all pilots. Stock and non-stock eligible. First place: \$1,000. Longmont to Taos, N.M. Race kits: \$5 from Linda Horn, MHAD, 14437 W. 32nd Ave., Golden, CO 80401-1475. Entry deadline: Aug. 18.

**Long Island Poker Run** will be held on Sept. 23. First Prize is a Garmin GPS95 donated by Islip Avionics. You need not fly to win! To enter, send \$20 to Ninety-Nines of Long Island, 43 Pine Blvd., Patchogue, NY 11772. For more info, call Bozena Syska at 516-475-2746, but first, check our ad in this issue.

**First Canadian's Annual Poker Run** fundraiser, was held June 10. The Poker Run chairperson was Paula Quon and over 750 poker hands

were played. The top two prizes were two Air Canada airline tickets and an introductory Weekend Helicopter Course.

**14th Annual Sunflower Proficiency Air Race** will be held September 15 and 16 at the Wellington Municipal Airport in Wellington, Kan. This race is sponsored by the Kansas Chapter 99s. For your race kit, send \$5 to: Sunflower Rally Race Kit, 170 Hillsdale Rd., Wichita, KS 67230, 316-733-4583 or Bob Courtney, Wellington Municipal Airport, Wellington, KS 67152, 316-326-5717.

**26th Illi-Nines Air Derby** was held at Aurora Municipal Airport, Aurora, Ill on June 3. The Derby is sponsored by the Aux Plaines, Central Illinois and Chicago Area Chapters with the support of the Illinois Division of Aeronautics and the FAA. The purpose of the Derby is to encourage pilots to promote "Back to Basics" safety and to share the spirit of sportsmanship and camaraderie.

The PIC must have at least a private license and have logged 100 hours and a copilot or nonpilot observer at least 16 years old is required. The race is a round robin cross-country race of approximately 225 nm for single or multi-engine stock aircraft. It is flown during daylight hours under VFR. A maximum of 60 airplanes may participate in either of two categories, Proficiency or Speed.

Winners for Proficiency were Nancy Haraldson and Rose Bonomo with first; Ellen and Chuck Herring, second; and Ruth and Bob Franz, fourth, with Sandie Bufka as Rookie Pilot.

**1995 Buckeye Air Rally** was held at the Wood County Airport, Bowling Green, Ohio, on June 9, 10 and 11. Co-Chairmen for the annual event were Sandy Gordley and Connie McConnell. Twenty-eight airplanes were impounded on Friday by Janet Keith's impound crew of Cherri Hussan, Sylvia Sears, Gibby Dombroski, Cyd Sellers, Margie Gordley, Barb Delong and Vince Matulja. Beverley Hirzel registered the pilots and copilots, and then gave them the "secret" rally course. Vi Blowers and Brown Dillard made sure the hospitality room was

stocked full of goodies. On Friday night, participants attended a sandwich buffet followed by a Safety Seminar conducted by Hyden Decker from the Columbus FSDO. After the seminar, Sandy G. briefed the pilots on the rally course.

Saturday morning at 10 was the proposed takeoff time. However, IFR conditions forced us to postpone the rally until Sunday morning at nine. Promptly at 9 a.m., official starter, Jeane Wolcott, had the planes ready to roll. Sandy G. greeted the planes with the starter flag waiting for the countdown.

Twenty-four planes took off for the rally route taking them to the small town of Ayersville, to identify that the water tower was on the south side of town. From there, they were to fly to a quarry near Vaughnsville to spot and name the color of the water tower (blue). The first timed leg was at grass strip Foster, near Bellfontaine. Flying NE to Heilman, participants were to find items near the private strip—a pond and a cemetery. Next fly-by was Fremont, where they had to identify a water tower to tell the specific design. Last timed field was Haar. Before the spot landing at the Wood County Airport, pilots/copilots had to identify what was in the middle of the quarry north of Woodville (cemetery).

Rick and Linda Hunt, flying a Cessna 172 won third place with a score of 26.60759. They won a cash prize of \$300 and engraved trophies donated by the All-Ohio Chapter 99s. Second place winners were Lee Fuller and Jim Crain, flying a Beech Baron, with a score of 26.0000. The prize money of \$400 and engraved trophies were donated by Hurst Flight Training, Inc. of Lorain County. Peg Figley and Dave Hiner won first place with a score of 10.52174. They were flying a Cessna 172. \$500 and engraved trophies were donated by NOFA, USAIG, AUA and SKY-SURANCE.

Proceeds from the Buckeye Air Rally go to the Amelia Earhart Scholarship, Intercollegiate Flying Association and the Women's Air and Space Museum.—*Connie McConnell, All-Ohio Chapter*

*continued on page 20*

**Lady Bug Fly-In**

*Sacramento Valley and Santa Clara Valley members held a LadyBug Fly-In in June. It was a re-creation of a group who met in the late 50s and early 60s once a week to fly somewhere for lunch. They wore heels and dresses, hats and gloves, ladybug pins and pendant watches and brought along homemade birthday cakes. Shown here are Bobbie Campbell, Peggy Ewert, Susan Larson (S.W. Section Governor), Pamela O'Brien, Sandy Petersen, Cheryl Mather and her niece.—Sandy Peterson*



## U.S. Air Race

Fifteen hundred miles of clear skies, tailwinds and a bunch of new flying friends! Who could ask for anything more? The first Signal Aviation U.S. Air Race was everything promised and more. The fun started when teams arrived early for the June 10 to 15 event so that they could enjoy the Napa Valley and northern California delights. Contestants were from Michigan, Nebraska, Texas, Louisiana, New York, Hawaii and Canada. They flew 12 different types of aircraft. Some contestants had received press coverage in their hometown papers before they left for the race—a great way to promote general aviation in a positive light.

Official race check-in began with validation of credentials. Rookie racers were assigned experienced race buddies if they wanted extra coaching after the first time racers clinic. Pat Keefer conducted the pre-race briefing on Saturday to review the race procedures, route and fly-by instructions.

After the typical Sunday morning fog burned off, the contestants flew the timing procedure and received a handicap for their aircraft. This made the event a test of pilot skill and a fair competition whether you flew a customized 172 or a stock-model Baron.

With their adrenaline pumping, the teams left northern California at 9 a.m. The fly-by at Shafter Airport near Bakersfield was well managed by veteran race timers from the local 99s chapter and then it was on to Nevada. Only the race directors knew that the scores of eight of the top 10 aircraft were less than two knots apart on the

first leg. It was a close race.

The contestants stopped Monday night at the Laughlin/Bullhead City airport. The Rio 99s volunteered to run this stop, timed the planes as they flew by and greeted them when they landed.

Everyone was up bright and early to take advantage of the 7 a.m. departure time to beat the desert heat. The teams were royally welcomed at the Gallup, N.M. checkpoint by the New Mexico Pilots Association with cool drinks, fruit and cheese. All the teams spent the night at the next stop in Clovis, N.M.

It was another 7 a.m. start on Wednesday so they could fly in smooth, cool air. Everyone arrived safely at Fort Worth Meacham International Airport. With the teasing among the contestants on the arrival ramp, it was evident they had had a good time and formed new friendships. It looked like the Meacham airport management and the local 99s chapter had as much fun as the race teams.

The excitement grew as the teams checked their individual scores on Thursday morning. Results were kept secret until the awards dinner. Winner's checks were presented by Mayor Kay Granger and Jack Folmar from Signal Aviation Underwriters, and the top five places also received beautiful hand-carved trophies depicting the race route. All teams received a Certificate of Completion. Thanks to the contestants, volunteers and race board, this was a safe, fair and fun event that promoted general aviation.

By popular demand, there will be a 1996 U.S. Air Race and Rally. If you are interested in this "Good-excuse-to-go-flying" event and

want to be on the mailing list, please send your name and address to the U.S. Air Race and Rally at 123 Fairway Village Drive, Trophy Club, Texas 76262.—*Marion Jayne, President and Race Director.*

**Eastern Ontario Poker Run** in May was the most successful in their Chapter's history. More than 80 prizes and winners were at the Rockcliffe Terminus. The Poker Run was timed to coincide with the Smiths Falls Fly-in Breakfast, traditionally the largest one in

Eastern Ontario. Sue Ramsey, First Canadian Chapter, flew in from Peterborough to participate, and won a prize as a bonus. This year's Poker Run was achieved through an extra special effort from Susan Begg, the Poker Run Chairman, along with a long list of members and prospective members.—*Dorothy Berthelet*

**23rd Garden State 300** was held June 2-4 at Hammonton Airport in southern New Jersey. Eighteen teams participated.



## Great Southern Air Race

*Monica Wichmann, Nancy Toon, Jean Duke and Bambi Greene are some of the many members from the North Georgia Chapter who participated in the Great Southern Air Race. Nancy placed eighth out of 40 aircraft and Jean won the award for fastest leg.*

*Florida Panhandle members who participated as timers for handicapping flights were Louise Austin, Shelly Hudson, Peggy Mayo, Karin Koll, Dorothee Tremaine, Joni Haight and Joyce Nunnery along with spouses Bob Mayo, Herb Haight and Cliff Nunnery. Peggy Mayo was a timer for the start of the race to Freeport, Bahamas.*

## AIRSHOWS

**The Confederate Air Force (CAF) AIRSHO 95** will be held Sept. 30-Oct. 1 at Midland International Airport, between Midland and Odessa, Texas. Recreating the great battles of the war, the CAF's battalion of World War II aircraft will be joined by Canada's world renowned jet team, the Snowbirds. Ninety-Nine Julie Clark solo Mopar T-34 aerobatic per-

former, will fly a graceful aerial ballet to add to the celebration of the event. For more information on AIRSHO 95, call 915-563-1000.

**Freedom Flight America** at Aurora Municipal Airport, Aug. 4-7, Sugar Grove, Ill. will feature 300 to 500 WWII military aircraft and bands, WWII era exhibits and displays, memorabilia and art.

## NOTAM

### Arabian Section requests help.

We are developing a display for the local library for the end of August. It will be dedicated to the 99s and to women in aviation. We need posters, photographs and miscellaneous information about women in aviation in your part of the world. Items should be sent to Arabian Section 99s, Box 1111 dh, c/o Saudi ARAMCO, Dhahran 31311, Saudi Arabia.—*Irene Peper, Governor, Arabian Section.*



**AUDREY POBEREZNY**, wife of Experimental Aircraft Association (EEA) founder Paul Poberezny, was presented with the 1995 Katharine Wright Memorial Award at the annual 99s Convention in Halifax, Nova Scotia. This award is presented annually by the 99s and the National Aeronautic Association (NAA) to a woman who has made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time, or who has provided encouragement, support and inspiration to her husband and thus was instrumental in his success.

**ELIZABETH MATARESE**, Potomac Chapter, has been elected Secretary of the Board of Direc-

tors of the National Aeronautic Association (NAA), the nation's oldest aviation organization whose primary mission is the advancement of the art, sport and science of aviation and space flight. The NAA is the U.S. representative to the Federation Aeronautique Internationale, the 93-country organization that oversees all aviation and space records throughout the world. Elizabeth will serve in a voluntary role in addition to her work with the FAA where she is an Airport Safety Certification Specialist. —*News release from the NAA*

**REBECCA (BECKY) LUTHER**, Virginia Chapter, was named Director of Dominion Aviation Flight

School, Chesterfield County Airport. —*Betty Vinson*

**TAUNI SHELDON**, East Canada Section, member at large, the first aboriginal woman in Canada to receive her pilot's license, is working for Air Inuit in Quebec flying twin Otters.

**ELISE BJERRE**, Montreal Chapter, has been accepted in the MD-PHD program at McGill University.

**NANCY BIRD WALTON** from Australia was awarded an Honorary Degree in Science (Aviation) from the University of Newcastle for her contributions to Australian Aviation. —*Joyce Wells*

**Job Hunting for Pilots**  
—Networking your way to a flying job  
by Gregory N. Brown

Iowa State University Press,  
2121 S. State Ave., Ames, IO  
50014. 1-800-862-6657. "

Along with building professional credentials, you need to make contacts who can help you advance your career. The trick is to be a top-notch professional in your field—and be out there networking at the same time! The purpose of this book is to share some of these skills of networking." —*From the preface of the book.*

## YOUTH EDUCATION

**Crater Lake Flyers Chapter** was presented the Presidential Award for Excellence by the Aerospace Education Foundation (AEF) to honor their efforts to expand the "Visions of Exploration" program to all fifth grade classrooms in Klamath County, Ore.

"Visions" is a unique multidisciplinary educational program developed by *USA Today* in partnership with NASA. Weekly deliveries of *USA Today* are integrated with the curriculum guide and a satellite-transmitted lesson plan to create a dynamic currency of learning materials. The program is designed to make ordinary subjects more interesting and to challenge children to explore their world and their own potential.

AEF is a branch of the Air Force Association (AFA) which launched "Visions" using their own financial resources in selected cities across the nation. Lt. Col. Richard Norton found a way to extend the local AFA chapter's participation by asking outside sponsors to provide funding, their share being a little over \$50 per classroom for the 10-week course. Crater Lake Flyers became the first such sponsor and volunteered to become partners with the local AFA chapter by recruiting additional sponsors within the community which enabled "Visions" to be expanded from 12 classrooms in 1993 to 38 in 1995. —*Dena L. McClung*

**Keystone Chapter** participated in the Pocono area's first Boy Scout Aviation Merit Badge Camp-Out. Two hundred Scouts gathered for the weekend event. Although a turbulent, wind-shear day prevented volunteers from giving the Scouts their airplane rides, the classes progressed very well. Linda Dell'Olmo presented the class on instruments and, with the help of Ron Unger, Torgy Regan taught airport safety and preflight. Dennis Derrer from MPO is putting together a Cessna panel from discarded instruments for our instructing use.

**First Canadian Chapter** members Anne Starrett and Bev Bakti organized a successful Young Eagles Day on May 20 at Brampton Airport. Fifty-seven young potential pilots enjoyed the experience of flight. Lyn Shinn, Anna Pangrazzi and Kelly Cole were active in taking the students up for a flight.

Numerous Girl Guides are now sporting their aviation badges through the great efforts of Dee Birchmore and helpers Lauren Nelson-Boutet and Francis Rotstein. —*Laureen Nelson-Boutet*

**Memphis Chapter** was honored by the Tenn-Ark-Miss Girl Scout Council in May for Outstanding Contribution to the Girl Scouts. *Discover*, the Girl Scout magazine, published a full page article about us.



**Young Eagles Program**

Columbia Gorge 99s with five participants in the Young Eagles Program. Macseen Zimmerman and Jeanne Hillis (pilot) in Cessna 182 at The Dalles Municipal Airport, Dallesport, Wash., in March. —*Jeanne Hillis*

The project which earned this award was our 99s/Girl Scout Day at the Airport back in October of 1994. The event was set up as a fair, with booths depicting famous women in aviation, learning to fly, flight planning and navigation, airline pilot careers, air traffic control and flying for fun. It was attended by 160 girls from eight troops, plus their leaders.

We introduced the girls to pilots and to women in other facets of aviation, such as air traffic controllers, simulator technicians and airline route planners. The girls agreed that the highlight of their day was the time they actually

spent at the controls of one of the four light aircraft on display. Each girl received a wings pin and a Polaroid photo of herself in the pilot's seat.

We treated the Scouts to lunch on the airport grounds, complete with airplane cookies for dessert and souvenir 99s cups. Many used this event as an opportunity to meet the requirements of the aerospace and career badges. The response was so enthusiastic that we plan to make this a regular event in our community. —*Margie Lindsey*



### Bonnie and Archie Gann Memorial Scholarships awarded



Winners of the First Annual Award of the Bonnie and Archie Gann Memorial Scholarship are Scott Culpepper and Alisa Bordeaux. Bonnie's parents, Shirley and Bob Zillig, are on the right.

During the Southeast Section Spring Meeting in St. Petersburg, Fla., this past May 19 and 20, the first scholarships from the Bonnie and Archie Gann Memorial Scholarship Fund were awarded.

The trustees selected one woman and one man to each receive up to \$1,000 toward their CFI or CFII ratings. They are Alisa Bordeaux and Scott Culpepper, both from North Carolina in the Kitty Hawk Chapter area and have the same instructor, 99 Margaret Riddle. They are both very enthusiastic and we're sure will make great instructors.

The trustees are already making plans for next year. We are striving for an earlier start and

better coverage. So far, the S.E. Section has done a terrific job of supporting this project as have all the 99s across the country.

The families of Bonnie and Archie want to thank all of you again, both as a group and the individuals who contributed to the fund through these past two and a half years. Without support, we couldn't have come as far as we did. All in all, we are very pleased with the way things turned out and we are very proud of our winners.

How sad that two special people had to die before they realized their dream to keep general aviation growing. Now it's our turn to carry on. Thanks again.

—Shirley Zillig, Bonnie's mom

**Pikes Peak Chapter Recurrency Scholarship** was awarded to Tracy Dalrymple of Denver, Colo. The \$1,000 scholarship will enable Tracy to become current once again as a pilot and to complete a Flight Review as required by Federal Aviation Regulations. "It is our hope that this unique award will enable women who love flying but have been sidelined for a time to return to the avocation they so enjoy," said Chapter Chairman Clancey Maloney. Open to any licensed woman pilot in the state of Colorado, the Annual Recurrent Training Scholarship will be awarded again in the spring of

1996. Interested pilots should contact Clancey at 719-475-8781.

**National Council for Women in Aviation/Aerospace (NCWA) Scholarship Program** has been established to provide assistance to women in attaining career goals through continued education in the field of Aviation/Aerospace. The 1995 scholarship program will award three \$1,000 scholarships to NCWA members. More information may be obtained from R. J. McGlasson, NCWA Scholarship Chairman, 4508 N. 20th St., Arlington, VA 22207.✱

- Almost two million American women—from Revolutionary War saboteurs and WACs, WASPS, WAVES, SPARS and World War I "hello" girls to our own space shuttle pilot, Eileen Collins—were honored June 23 at a groundbreaking ceremony for a Women's Memorial to be built at one of the gates to Arlington National Cemetery in Arlington, Va. The \$25 million Memorial includes a reflecting pool, museum and education center. It is set for completion sometime in 1997. Before turning over the shovel, President Clinton praised young and old service women for putting their lives on the line, despite years of not being recognized for their sacrifices.

- S.928, FAA Reform Act of 1995, has been introduced in the Senate by Sen. James Inhofe (R-OK), Sen. Conrad Burns (R-MT), and Sen. Nancy Kassebaum (R-KS). This is essentially the same as H.R. 1342 introduced in the House by Rep. Jim Lightfoot. The bill would reestablish the FAA an agency independent of the Dept. of Transportation.

- FAA gives the new Denver Airport high marks for performance. According to the feds, DIA is performing 2.5 to 10 times more efficiently than several other major U.S. airports, and almost nine times better than the airport it replaced on Feb. 28.

- Cessna Aircraft Co. is beginning construction of its new factory in Independence, Kan. The new facility should be completed by the summer of 1996 and production of three piston-engine models, the 172, 182 and 206, will begin soon after.

In addition to at least 1,000 jobs the piston line is expected to bring to both Independence and Wichita, there should be follow-on activity that will create thousands more new jobs in the state by the time production is up to full speed in 1997, according to Phil Michel, vice president of marketing at Cessna. "It's going to create something between 7,000 and 10,000 new jobs in the state of Kansas alone," he said. "We will announce our distribution plan sometime within the next five to six months," Michel said. He also commented that the company should be able to announce prices on the planes at that time.

Information from a high-technology marketing survey of about 1,200 pilots and businesses is being utilized for the selection of vendors, systems and equipment for the new airplanes which will be equipped with systems that didn't exist when Cessna stopped making piston planes in 1986. The survey included preferences of what they want to buy from present pilots of Cessna, Beech, Piper, Mooney and other aircraft, as well as from flight schools and fixed-base operators.

- The March issue of *Private Pilot* magazine lists Beechcraft and Cessna planes with five of the Top 10 Best Buys in affordable used piston airplanes. The issue details 154 planes selected as its best picks in five price ranges. Cessna took 29 of those spots and Beechcraft 21. *Private Pilot* also tapped the Cessna 150 as one of two top classic trainers and Piper Aircraft Cherokee 140 was the other pick. ✱

### Ninety-Nines Goal

**EVER-EXPANDING MEMBERSHIP** to perpetuate our Organization and Purpose and to provide an ever-increasing resource for the support and advancement of our members' pursuits in and contributions to aviation.



## RATINGS AND WINGS

### RATINGS

Jennifer Anderson-Stack	Virginia	Commercial w/Instrument Privileges
Susan Bailey	Memphis	CFI
Carolyn Brown	Long Beach	Instrument
Sandie Bufka	Chicago Area	Instrument
B.J. Christensen	Lake Michigan	Multiengine Commercial instrument and Multiengine Instructor
Melody Dougherty	Dallas	Multiengine
Kim Eggert	Memphis	CFI
Janis Fannon	Wisconsin	Rotocraft
Linda Gephardt	Chicago Area	Instrument
Bev Greenhill	Chicago Area	Multiengine Sea Plane
Joni Haught	Florida Panhandle	BFR
Becky Hempel	Austin	Instrument
Eileen Iandola	Eastern Pennsylvania	ATP w/ Citation Type
Pam Knolinski	Wisconsin	VFR
Karin Koll	Florida Panhandle	BFR
Marcy Lange	Wisconsin	VFR
Rosemary LoGuidice	Chicago Area	Commercial
Sylvia Lowe	Keystone	Commercial
Clancey Maloney	Pikes Peak	Multiengine ATP (AE Scholarship)
Karen Montieth	Wisconsin	IFR
Donna Arendell Mullins	Florida Suncoast	Multiengine
Joyce C. Nunnery	Florida Panhandle	Taildragger endorsement and BFR
Judy Portnoy	Florida Goldcoast	ASEL
Karen Schuler	Wisconsin	VFR
Laura Smith	Katahdin Wings	Commercial
Joan Spector	Wisconsin	IFR
Christa A. Waehler	Oklahoma	Instrument
Chris Wietbrock	Illiana Cardinals	Multiengine Instructor

### WINGS

Jennifer Anderson-Stack	Virginia	Phase II
Misti Barrett	Old Dominion	Phase II
Adelle Bedrossian	Eastern Pennsylvania	Phase VIII
Judy Bergman	Old Dominion	Phase II
Bev Blietz	Chicago Area	Phase X
Carolyn Brown	Long Beach	Phase II
Sandie Bufka	Chicago Area	Phase III
Linda R. Cain	Old Dominion	Phase V
Deborah Cox	North Jersey	Phase II
Kirsten Gowdy	Katahdin Wings	Phase I
Marilyn Horvath	Indiana Dunes	Phase V
Betty Lehman	Virginia	Phase I
Virginia McCarthy	Virginia	Phase III
Marilyn Moody	Western Washington	Phase VI
Donna Moore	Women With Wings	Phase IV
Linda Neuman	Wisconsin	Phase III
Beth Robinson	Connecticut	Phase I
Linda Scully	North Jersey	Phase II
Laura Smith	Katahdin Wings	Phase II
Janice Welsh	Illiana Cardinals	Phase V

## NOTAM

### Powder Puff Derby Wings Wall—Inland California Chapter

Good progress is being made on the Powder Puff Derby Wings Wall. We estimate it will take approximately another year and a half to complete. The museum needs small items such as pins, charms, key chains, patches, programs, fliers, etc. to display. Does anyone know how we might get a time clock for the exhibit? We need photos of Sue Kindred, 1949, Lee Windfield, 1963, and Mara Culp, 1969; Any stories about experiences on the stops in Las Vegas which were the years of 1963-64-69 and 70 are wanted. Send to Mardell Haskins, Inland California Chapter, P.O. Box 1551, Space 23, Stewart Point, Overton, NV 89040. 702-394-4130.

## We welcome these 113 pilots who joined The 99s in May/June

Charlene Willis Aboytes	Terri-Jo Annette Mayeur
Barbara Ann Aivalotis	Deanna Lynn Maynard
Marva J. Alber	Angela L. McGuire
Cassandra Miranda	Helen Elizabeth McNamara
Alexander	Nancy J. Miller
Camille Michelle Arsenault	Madhvi Mishra
Deborah Gayle Beach	Teresa K. Mitchell
Jan Marie Berdar	Janine Fabick Mroz
Patricia Barrett Blasi	Betty Lee Mullis
Deanna M. Brasseur	Laura Leanne NeSmith
Lisa H. Breece	Junko Nishihara
Carol L. Brennan	Kieran Katlin O'Farrell
Angela Jane Bridges	Mary E. Parsons
Meera J. Buck	Valerie Jane Perkins
Debra Lynn Bulgher	Virginia Marie Pierce
Mihaiela Burghilea	Marla Lynn Pinaire
Rhonda K. Buss	Patricia Best Pochert
Sherry L. Chapelson	Judith Ann Portnoy
Maureen Clark	Joyce A. Proctor
Julee Ann Clelland	Elaine Renee Radford
Kelly E. Margaret Cole	Linda Martha Raney
Kimberly Jean Corcoran	Jennifer Sue L. Resnik
Christine Alyce Cornish	Janet Iris Rigsby
Violet C. Cowden	Kristyn C. Roman
Glee Ann Davis	Gabriele Linda Ruble
Ilse De Vries	Jeanette Parker Satterfield
Frances Mary DiLeo	Elizabeth Anne Schoppaul
Katherine Gayle Dorsey	Laura J. Schreiner
Sonja L. Dugan	Margaret Lynn Scott
Ursula Engelmann	Stephanie F. Shonk
Kimberly Wright Fazzino	Kathleen Evelyn Shy
Amy Rochelle Field	Michelle Ann Skomars
Carolyn Mary Fisher	Pamela Ann Smith
Margaret Anne Flynn	DeNae Beth Staeck
Linda Gaye Furney	Laureen Myra Steinke
Susan J. Gardner	Diana Lee Stidham
Kathryn Jo Gordon	Eula M. "Skippy" Sweet
Paddy Hannah Greene	Mary S. Tait
Josephine Hackney	Mary Jane Talbott
Jan Patricia Harris-Cirillo	Beverly D. Terry
Margaret Mae Hart	Cheryl Lynn Thornton
Jan Lunsford Haywood	Heather Ann Tilley
Terri Lee Heater	Julia Elizabeth Trippe
Angela Marie Heben	Theasa V. Logan Tuohy
Michelle Anne Heeding	Jennifer D. Van Dyne
Ruth Janette Hill	Jackie D. Van Ovost
Jodi Elizabeth Hooper	Katherine Elizabeth
Elizabeth Rose Iglesias	Wadsworth
Catherine Ann Jacob	Susan E. Wallis
Jenette Jensen	Deborah M. Ward
Janice Carol Kerr	Elizabeth Ann Weis
Mary Ellen Kinser	Bonnie M. Wills
Denise Valerie Kitson	Cynthia J. Wilson
Karol Sue Kliever	Doris Wilson
Susan M. Krause	Kimberley Dawn Winsor
Kelly Margaret Latham	Penelope Gayle Wood
Diane Marie Legierski	Carol Moreno Zeissner
Kellie Marie Loughrey	

The 99s extend their prayers and thoughts to the families of the following 99s and 49 1/2s.

**MIRIAM "WINKIE" FORTUNE**, a member of the Golden Triangle Chapter, passed away June 18 in Washington, D.C., where she has lived for the past several years. Winkie was hospitalized briefly, then slipped into a coma from which she never recovered. She was a dietitian in the Air Force and retired at the rank of Lt. Colonel. Winkie was a vibrant individual who will be missed dearly by all her friends.—*Jacque Boyd, Golden Triangle Chapter*

**SANDY SPARKMAN**, of Lawton, Okla., a member of Oklahoma Chapter, passed away April 1. Sandy's mother wrote, "Her death was not air related, however, may I advise anyone who will listen: Don't neglect chest pain because if it is your heart, your flight status may be terminated."—*Phyllis Miller, Oklahoma Chapter*

**ELIZABETH (LIZ) NUCKOLLS** met with a fatal traffic accident in the Los Angeles area March 16. She was a professor of biology,

and a career guidance counselor, had a BS, MS, D. Science Education, was a licensed psychometrist. She loved cross-country racing.—*Amy Conner, San Fernando Valley Chapter*

**RUTH LUCY**, former chairman of Pikes Peak Chapter, died Dec. 20, 1994 in Colorado Springs, Colo. Ruth was a flight instructor and had been severely injured in a single plane crash in Colorado four years ago and continued to battle with her injuries. She died before achieving her goal to instruct again.—*Patsy Buchwald, Pikes Peak Chapter*

**ANN FRINK**, former WASP and longtime member of the Pikes Peak 99s, died of injuries from an accidental fall at her home in Pueblo, Colo. on March 28. Ann was always quick to tell you that she wasn't just a ferry pilot, but a test pilot. She was inducted into the Colorado Aviation Hall of Fame in 1985.—*Patsy Buchwald, Pikes Peak Chapter*

**GRACE MILLER RODRIQUEZ**, Mt. Shasta Chapter, passed peacefully on April 29 after a long ill-

ness. She was a dear lady with nothing but kindness for everyone she met. She raced several times in the Palms to Pines and once in the Air Race Classic. We will miss her.—*Donna Taylor, Mt. Shasta Chapter*

**ELIZABETH (E.B.) WEISS**, Eastern Pennsylvania Chapter, died on April 27 after a long battle against lung cancer. She learned to fly after her children were grown in order to assist her husband John on many wide-ranging trips.—*Louise Sacchi, Eastern Pennsylvania Chapter*

**JACQUELINE (JAC) COUSIN**, a member-at-large in Brussels, Belgium, died after losing her battle with cancer, ending her remarkable career in aviation around Europe and Africa. She wrote about some of her experiences in her book, *Bruxelles-Le Cap et Retour*.

Jac was a delightful companion and a good pilot, who succeeded against heavy odds in a male-oriented and highly regulated European aviation climate.—*Louise Sacchi, Eastern Pennsylvania Chapter*

**DEIRDRE SCHUMACHER SELMAN** died at home on March 2 in Mill Valley, Calif. She had been ill for a long time with cancer, and had recently married. Said her new husband, Larry Fitzlan, "There is something incredibly wonderful about living one day at a time. We are trying to cram in as much life as we can."—*Catherine Morshead, Marin County Chapter*

**BETTY LEVEQUE NIEHOFF** died in a fire which destroyed her farm house in Columbus, Ohio, in April. Betty served in World War II as a WASP and once testified before the U.S. Senate for passage of a bill that would recognize the women pilots and make them eligible for veteran's benefits.—*Mary E. Seslar, All-Ohio Chapter*

**A SPECIAL THANK YOU** for all the prayers, letters and concerns in regard to the Oklahoma City tragedy, the bombing of the Alfred P. Murrah Federal Building. Many Oklahoma Chapter members had friends and relatives who were involved. Thank you, 99 friends, for remembering us.

—*Phyllis Miller, Oklahoma Chapter*

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
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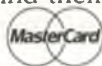
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